

2040 Transportation Policy Plan Update

Council Committee of the Whole
December 6, 2017



What is the Transportation Policy Plan (TPP)?

- Long-range transportation plan for the region
- Required under state and federal law
- Prepared by Met Council in coordination with
 - Transportation Advisory Board
 - Local governments and tribal communities
 - Minnesota Department of Transportation
 - Metropolitan Airports Commission
 - Minnesota Pollution Control Agency
 - Regional transit providers
- Public participation and review process

TPP Requirements

- Update the plan a minimum of every 4 years; cover at least 20-year period
- Utilize most recent forecasts for population, jobs, households
- Plan must be fiscally constrained
- Demonstrate air quality conformity of planned investments
- **Local comprehensive plan updates must be consistent with current 2015 TPP**

Proposed Timeline

Date	Activity
January - December 2017	Staff TPP development; consult with external stakeholders
January – December 2017	Draft changes and recommendations reviewed by TAB/TAC committees & local partners
February 2018	Draft to TAC-Planning
March 2018	Draft to TAC and TAB
April 2018	Transportation Committee and Council release draft TPP for public comment
May 2018	Public hearing at Transportation Committee
June 2018	Public comment period closes, changes incorporated
July/August 2018	Information item at Council and TAB on public comment and changes
August 2018	Final <i>2040 TPP Update</i> to TC and Council for adoption

Expected Changes

- Update fiscal projections
 - Update inflation/other assumptions
 - New revenues for state highways
 - County sales tax and wheelage tax changes
- Incorporate results of planning work/studies
 - Principal Arterial Intersection Conversion Study
 - MnPASS III
 - CMSP IV
 - Truck Highway Corridors Study
 - Transit corridor status updates
 - Regional Bicycle Transportation Network update

What Feedback are We Looking for Today?

- Questions or clarifications about proposed changes to investments or forecasted revenues
- Outstanding issues that are not proposed to change
- Future work program items (things we need to study)



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Highway Funding

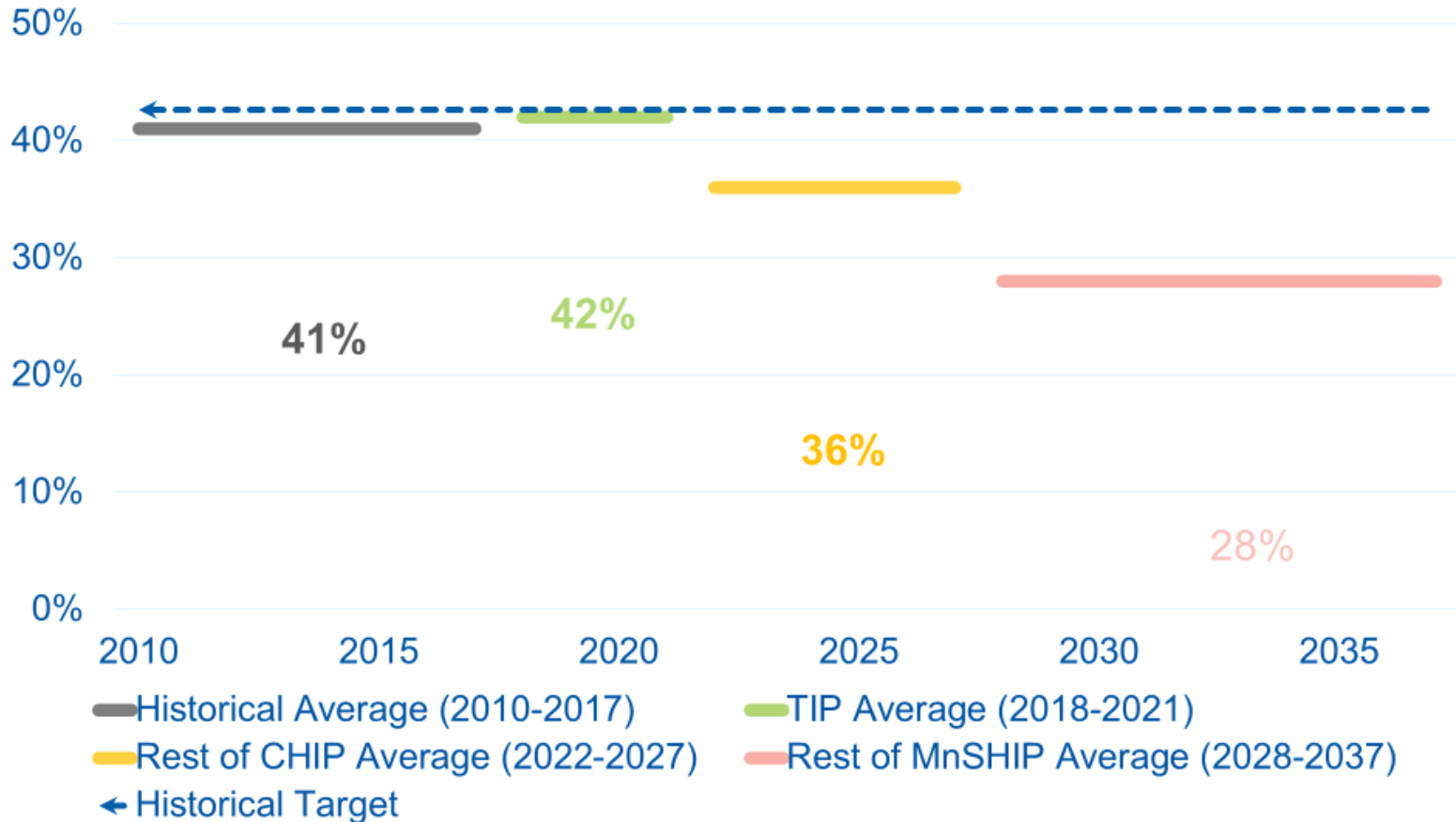
Highway Funding Big Picture

- Historic Revenue Formula: 42.6% of MnDOT funds go to the Metro
- Recently MnDOT moved to performance-based planning for pavement and bridges
 - No performance target for congestion yet
- More miles of pavement and more bridges in Greater MN and less expensive projects
- MnDOT's long-range plan shows metro revenue share dropping to 36% 2022-2028; 28% beyond

Results

- Pavement and bridge funding is sufficient in the Metro to largely meet 10-year targets
- To meet statewide pavement and bridge targets, requires MnDOT to shift funds to Greater MN
- Result is \$0 to metropolitan area mobility (expansion) projects after 2023
- Both asset preservation and mobility/congestion relief are important for the state

MnDOT Share to Metro District



*Metro District is 8 counties, this chart reflects planning before 2017 State Legislation

MnDOT Share to Metro

- Statewide spending increases; however,
 - Spending declines in Metro from \$323M/year to \$308M/year
 - Spending increases in Greater MN
- 94% of net population growth in MN anticipated in Metro

	Average Annual Investment*		Population in 8 Counties Share of Growth	
	STIP 2018-2021	CHIP 2022-2027	Current [2015]	[2015-2040]
Metro District	\$323 M	\$308 M	56%	94%
Greater MN Districts	\$435 M	\$559 M	44%	6%

Source: MN State Demographic Center, MN Dept. of Administration

MnDOT Share to Metro

- To get to 42.6% for 2022-2027, Metro requires \$644 M more
- To get to 42.6% for 2028-2037, Metro requires \$3.0 B more
- Small bright spot is MnDOT's freight solicitation: 80% of \$93M to Metro
- Metro benefits from fair and equal comparison with other districts

Agency Cooperation, Next Steps

- Council/MnDOT meetings to understand issues and identify potential solutions
- As a first response, MnDOT approved an additional \$20M/year for mobility (as opposed to \$0 past 2023); does not solve the issue in short or long-term
- MnDOT decisions expected by the end of January
- One option is continue current mobility funding levels (i.e. add \$50 M/yr) past 2023, until next MnDOT long-range plan update (expected in 2022) can redirect funds toward Metro
- Additional option is commitment that new funds be directed to mobility projects with competitive selection

Corridors of Commerce

- \$400M available from 2017 legislation for projects on MnDOT's highway system
- MnDOT taking comments on proposed scoring process until Dec 20th ; Council will submit comments
- Projects awarded funding based on competitive submittal in Jan, MnDOT staff scope and score projects Feb, projects announced in March/April

Legislatively-Mandated Scoring Criteria

1. Return on Investment
2. Economic Impact
3. Freight Efficiency
4. Safety
5. Regional Connections
6. Policy Objectives
7. Community Consensus
8. Regional Balance

Regional Balance

- Not used as scoring criteria in previous CoC
- Required scoring measure, but MnDOT proposing to continue previous 50/50 split
- With scoring unknown, why determine funding split upfront?
- 56% of current population/94%+ of growth
- Example: MnDOT Freight Solicitation provided 20% funding minimum for both Metro & Gr MN
- Example: Regional Solicitation provide a range

Corridors of Commerce

- MnDOT will not be applying
- Council is interested in submitting projects that have been prioritized through regional planning efforts such as MnPASS
- Council also interested in writing letters of support for local partners that submit projects consistent with the TPP
- Coordination needed: points awarded for local and MPO letters of support



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Highway Investment Changes

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 - MnPASS III
 - Congestion Management Safety Plan 4
 - Truck Highway Corridors Study

Highways Fiscal Outlook

- **Principal Arterial Highways:**

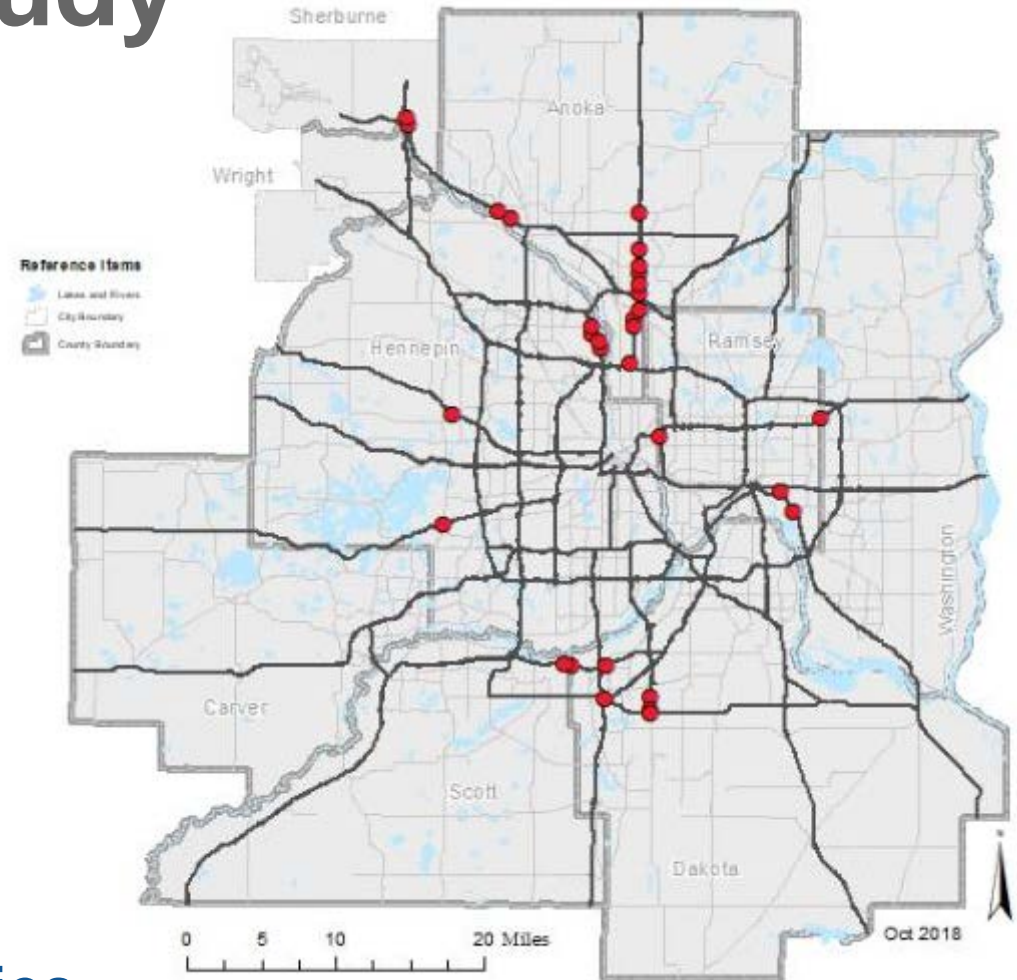
- Investment heavily driven by pavement and bridge performance
- Metro district able to meet pavement and bridge targets; Greater Minnesota requires higher investment levels
- Mobility funding very limited; no mobility funds after 2023
- Freight program, Corridors of Commerce provide short term opportunities for mobility investment

- **Minor Arterial Highways:**

- Largely able to maintain and preserve asset condition, unmet need level differs between MnDOT, counties, cities
- Limited mobility/expansion funding opportunities through Regional Solicitation, county sales tax and wheelage tax

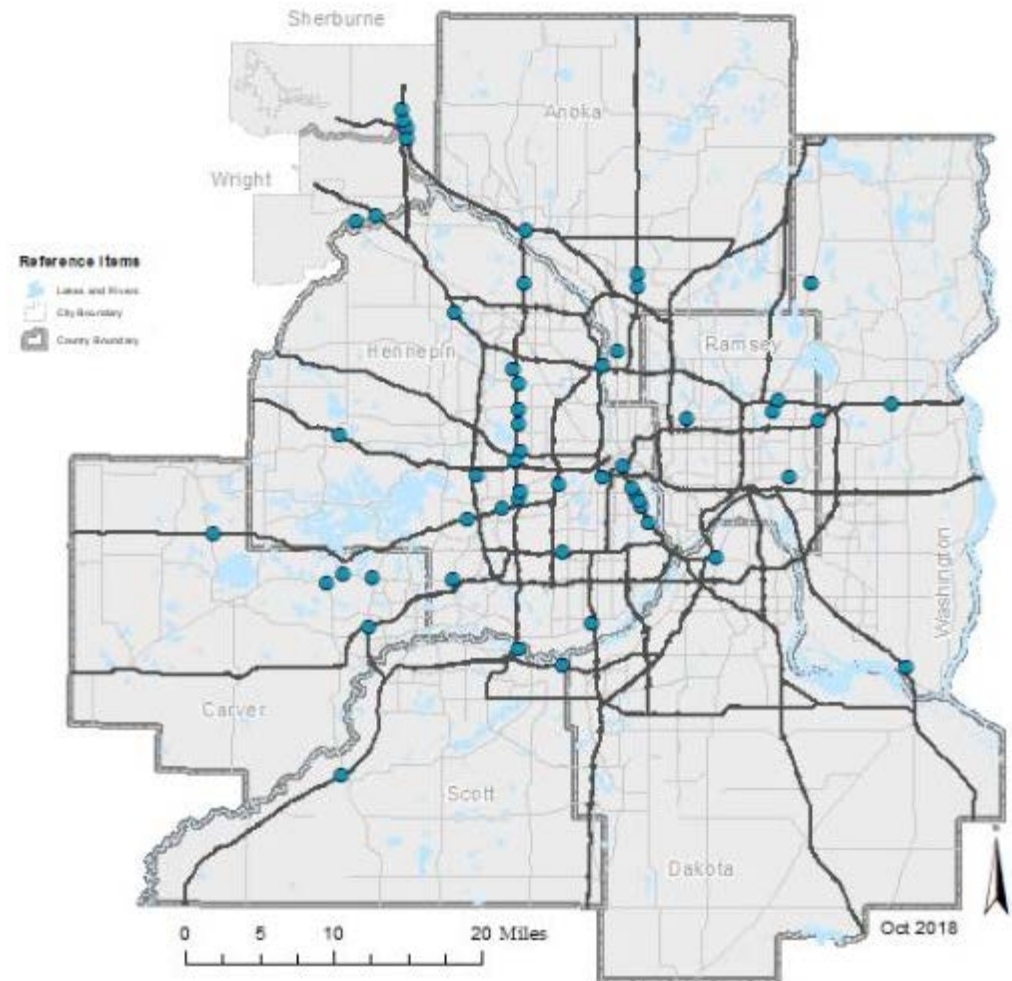
Principal Arterial Intersection Conversion Study

- 34 high priority intersections for grade separation
- Current Revenue
 - TH10/Fairoak Av
 - TH252/66th & 70th Av
 - TH169/Scott CR 14
 - TH36/Manning Av
- Increased Revenue
 - Remaining high priorities



Congestion Management Safety Plan 4 Study

- 2015 TIP projects
- Current Revenue: \$40 M
- Increased Revenue: 10 year payback or better, \$101 M



MnPASS III Study

Changes since 2015 TPP:

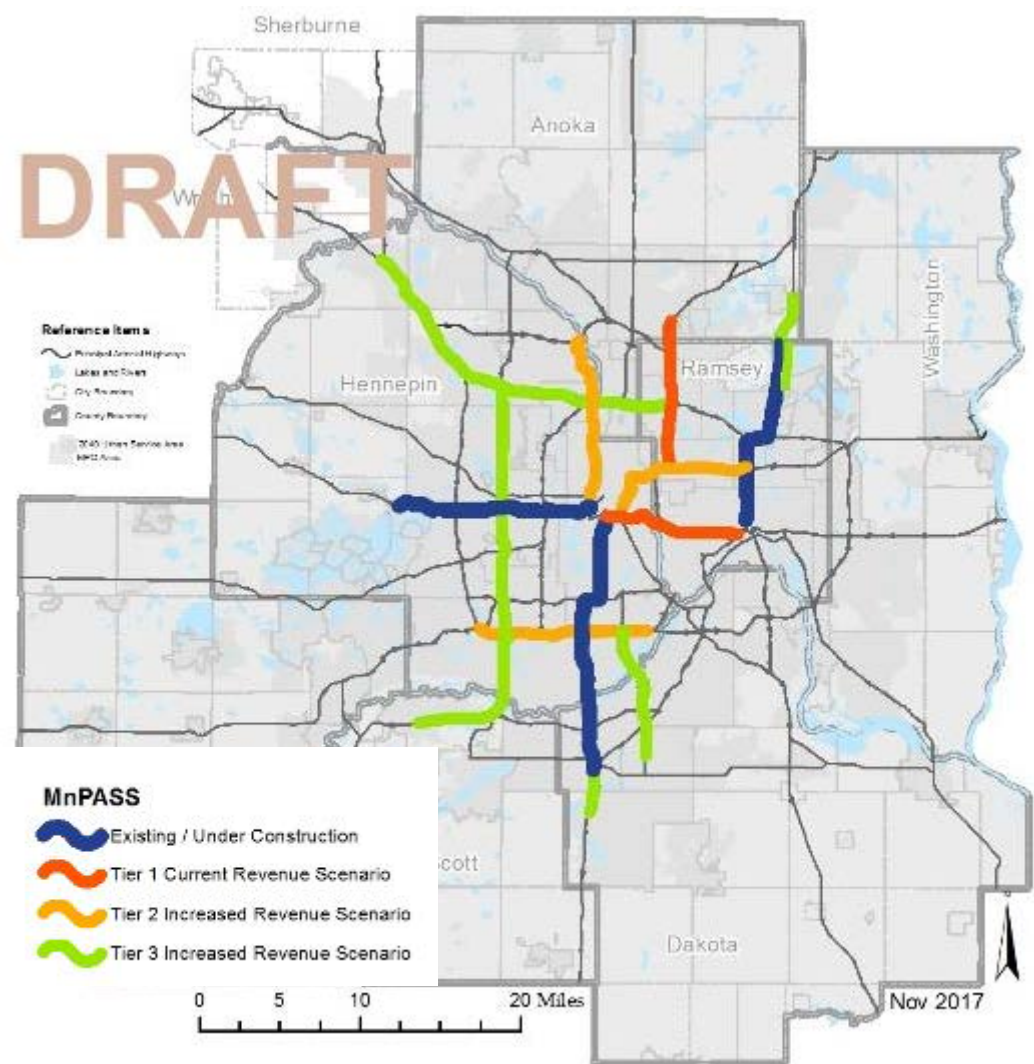
- I-35E North constructed
- I-35W South under construction

Current Revenue Scenario:

- \$100 M I-35W North
- \$100 M I-94 Central

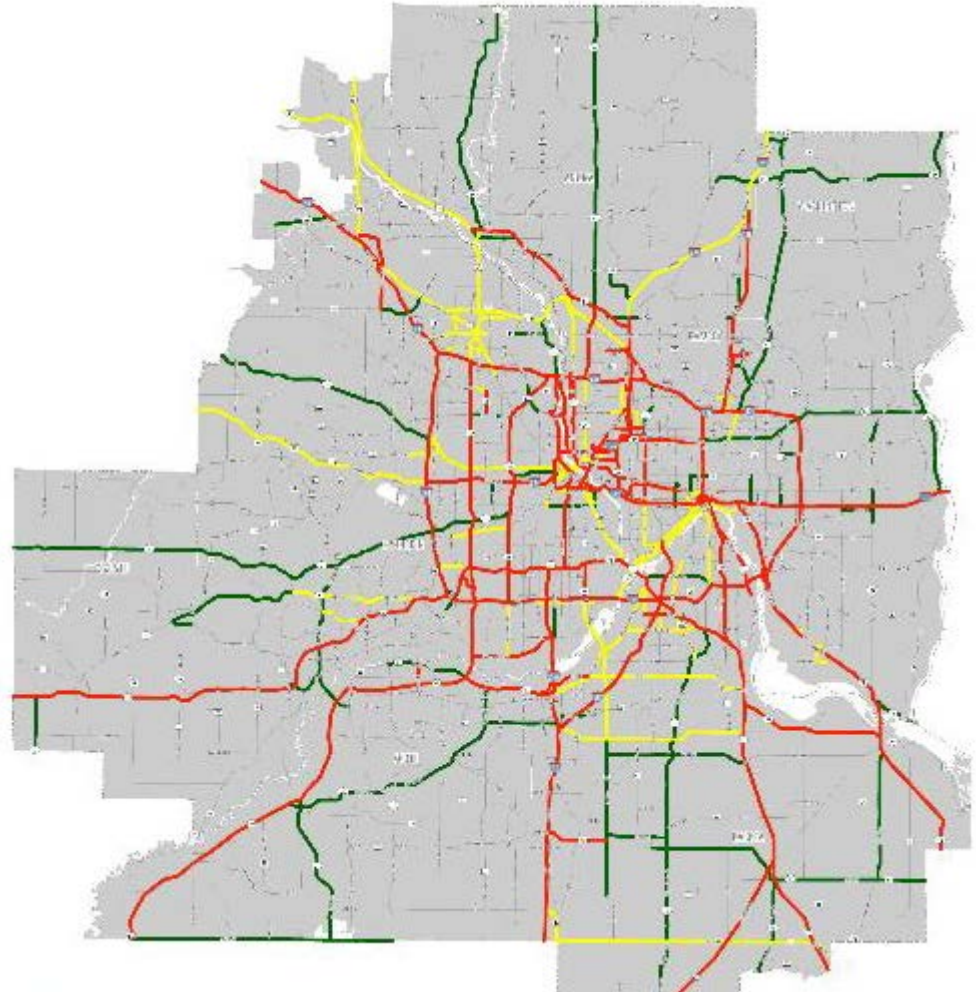
Increased Revenue Scenario:

- Tier II (TH36, I35W, TH252, I494)
- Tier III corridors



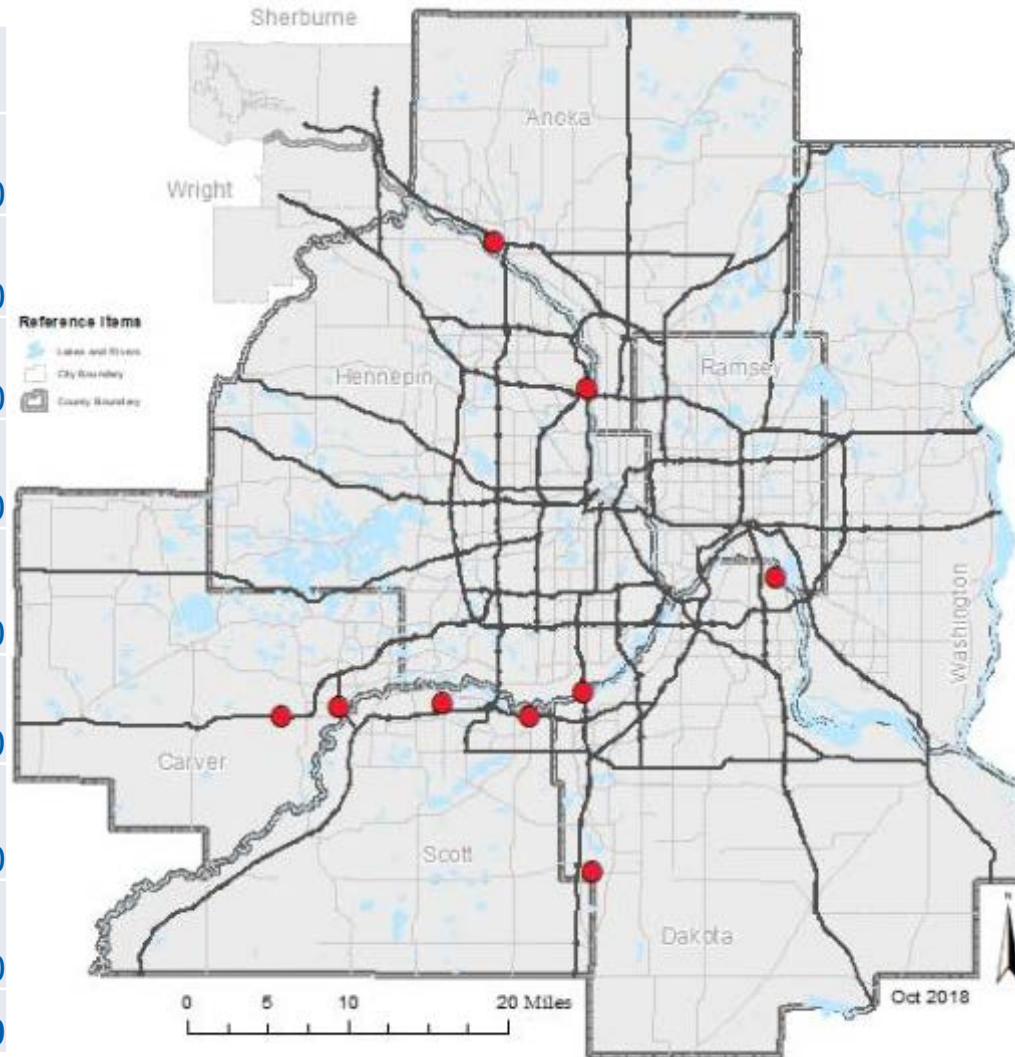
Highway Truck Corridors Study

- Regional Investment
 - Highway project selection criteria for Regional Solicitation
 - Guidance to local investments
 - Guidance to federal and state funding programs



2019-2022 MnDOT Freight Awards

Project	Grant
CSAH 70 Expansion	\$7,000,000
Concord Street Improvements	\$7,560,000
CSAH 83 Reconstruction	\$594,000
US 212 Freight Bottleneck Improvements	\$15,000,000
Hwy 10/169 Safety and Mobility Improvements	\$20,000,000
TH 13 Port Access and Mobility Project	\$15,000,000
TH 252 Interchange at 66th Ave	\$10,00,000
Downtown Chaska Hwy 41 Improvements	\$4,000,000
Total	\$79,154,000

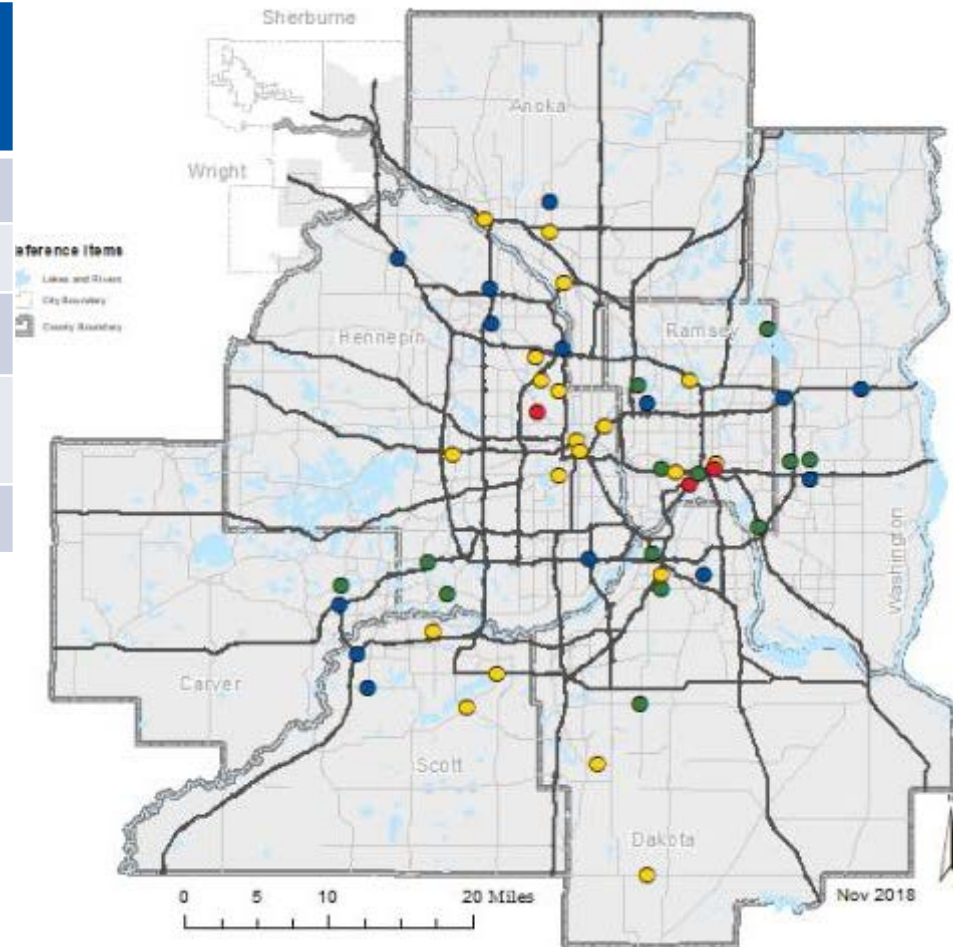


Regional Solicitation Funding

2018-2021 Roadway Awards

Current Revenue Scenario	2020	2015-2040 Total
Bridges	\$5 M	\$150 M
Roadway Expansion	\$22 M	\$670 M
Roadway Modernization	\$22 M	\$670 M
Roadway System Management	\$3 M	\$90 M
Total	\$52 M	\$1.6 B

- Bridges
- Roadway Expansion
- Roadway Modernization
- Roadway System Management



Work Program Items: Highways and Freight

- System-to-System Interchanges
- Congestion Management Process (CMP)
- Connected and Autonomous Vehicles
- Regional Truck Data Collection Framework
- New and emerging freight technologies
- Others?



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Transit Investment Changes

Key Transit Outcomes

Efficient

Cost Effective

Reliable, Predictable, Attractive, and Safe

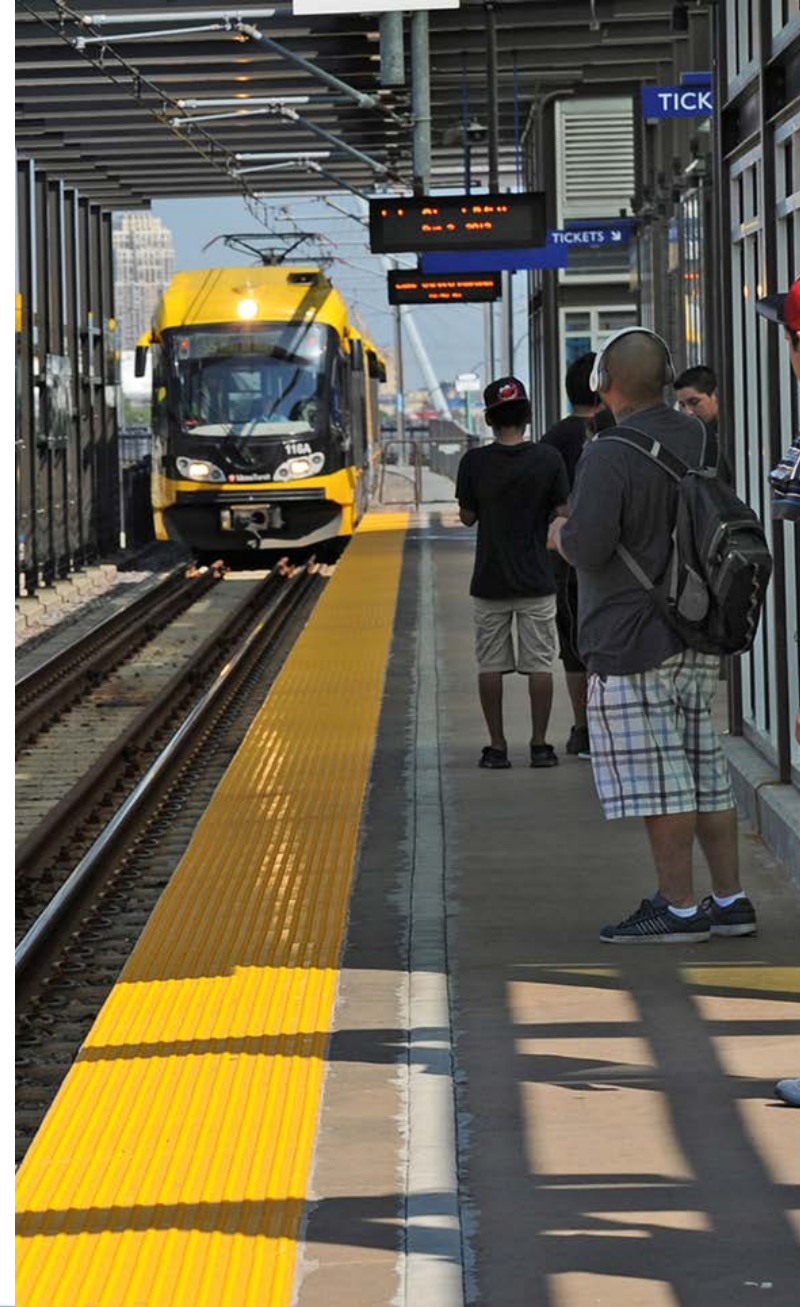
Attract More Transit Riders

Provide More Access to Jobs

Attract Businesses and Residents

Support Focused Growth that Integrates Modes

Support Equity, Clean Air, and Healthy Communities

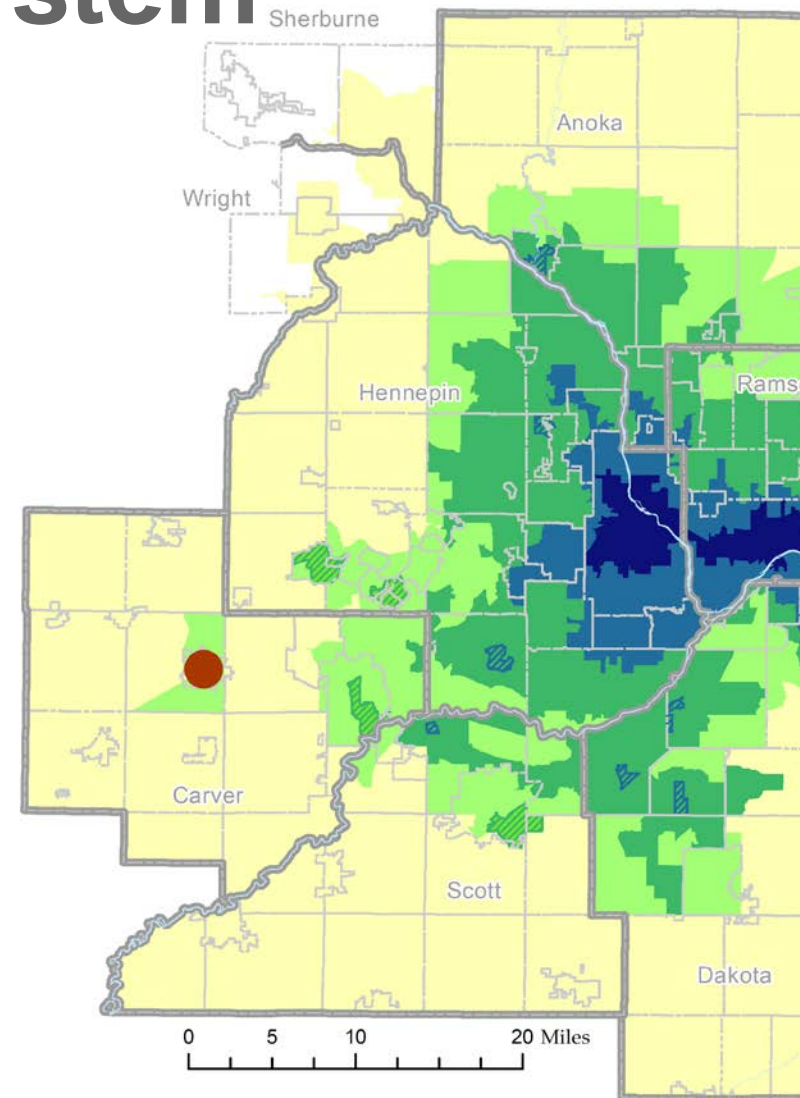


Fiscal Outlook

- Able to maintain existing bus system provided:
 - Regular fare increases to maintain fare recovery ratio
 - Motor vehicle sales tax (MVST) continues to grow with inflation
 - State funds and RTC bonding authority provided
 - Federal formula funding grows moderately
- Regional Solicitation funds:
 - Provide very limited expansion funding for bus system and some transitways
- Transitway funding provided through:
 - New/Small Starts federal competitive grants
 - New county sales tax replaces state share of capital and Counties Transit Improvement Board funding
 - County Regional Railroad Authority funding

Bus and Support System

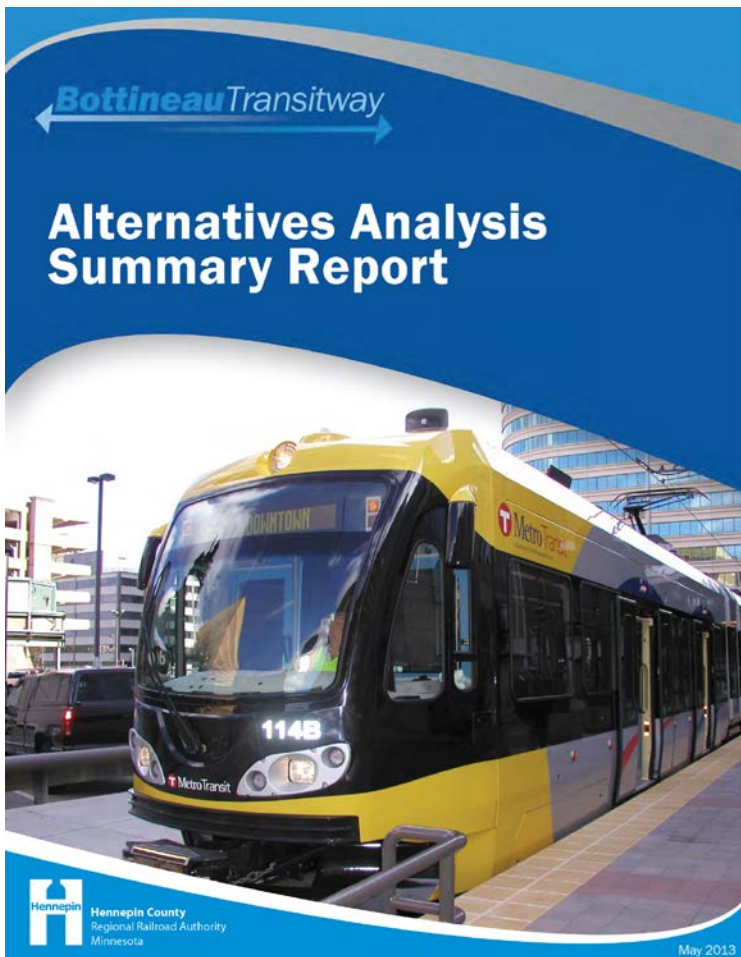
- Keep the existing bus system
 - Manage and optimize system performance
- Required expansion of Metro Mobility
 - Assumed state funding obligation
- Improved discussion of Transit Modernization and Expansion, relation to Regional Solicitation
- Acknowledgement of emerging technology potential role in transit service delivery (on-demand services, shared rides)
- Improved discussion of transit facilities and park-and-rides, removal of old future park-and-ride map



How Does a Transitway Get in the Plan?

What the Council Requests to be in the TPP:

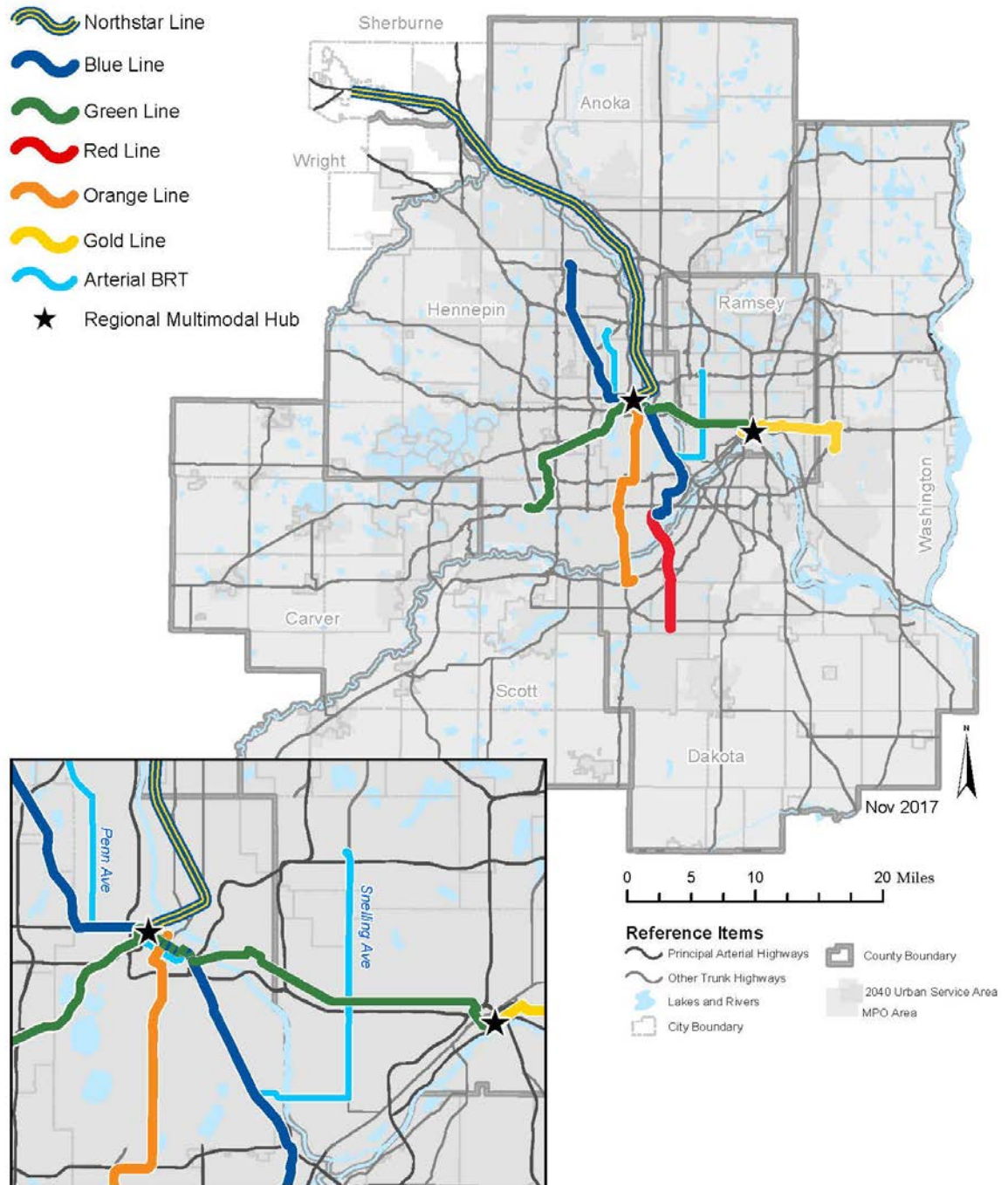
- Approved LPA recommendation on mode and alignment
- LPA report documenting the project process and merits
- Resolutions of support from local affected communities
- Viable funding plan for capital and operating (for fiscal constraint)
- Viable project schedule



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Current Revenue Scenario Transitways (Funded Projects In the Plan)

- Moved former CTIB priority projects to Increased Revenue Scenario
- Updated Gold Line LPA
- Moved Chicago-Emerson-Fremont ABRT to Increased Revenue Scenario
- Rush Line and Riverview TBD



Expected Transitway Changes

Ramsey County Priorities

- Rush Line Dedicated BRT LPA
 - Recommendation approved in fall 2017
 - Advancing to environmental phase and early engineering by County
 - Likely funded in the TPP Update
- Riverview Corridor
 - Draft LPA recommendation of modern streetcar
 - Local approval process timeline likely will require TPP amendment after TPP Update
 - Could be acknowledged as Ramsey County priority, future funded project

Expected Transitway Changes

Arterial Bus Rapid Transit

- Regional solicitation grant awards and state and local sources assumed
- Funded Arterial BRT in Current Revenue Scenario:
 - A Line (Snelling)
 - C Line (Penn)
- Partially funded Arterial BRT in Increased Revenue Scenario (incremental improvements funded):
 - D Line (Chicago-Emerson-Fremont)
 - B Line (Lake St)
 - E Line (Hennepin Ave)

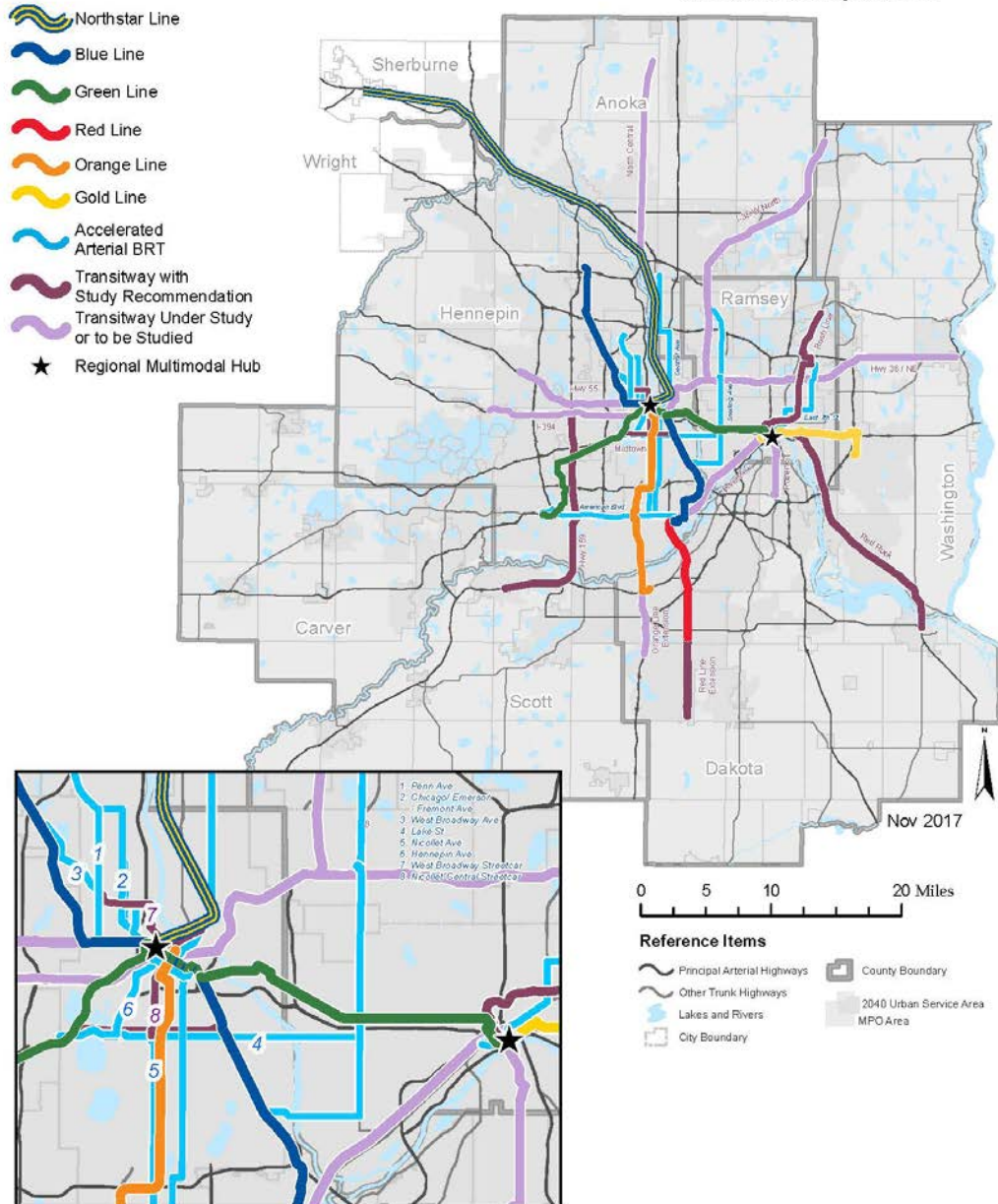
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Increased Revenue Scenario Transitways

- Updated corridors and statuses
- Three tiers:
 1. Projects in advanced development
 2. Projects with study recommendations
 3. Projects under study or to be studied
- Two ABRT tiers:
 1. Projects with partial funding, incremental improvements
 2. Projects without partial funding

Transitway System in the Increased Revenue Scenario Building an Accelerated Transitway Vision

Increased Revenue Scenario would also include at least 1% average annual bus expansion.



Work Program Items: Transit



- Service Allocation Strategy Study/Needs Assessment
 - How much service should be focused on efficiency versus regional coverage balance?
 - What emerging markets might be underserved today?
- Transitway Advantages assessments
 - Construction coordination with transit advantages
 - Downtown(s) advantages assessment
 - Arterial street transit routes advantages assessment (non ABRT)
- Comprehensive Transit Financial Report
- Others?





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Regional Bicycle Transportation Network Changes

RBTN Alignments

-  Tier 1 Alignments
-  Tier 2 Alignments




RBTN Corridors (Alignments Undefined)

-  Tier 1 Priority Regional Bicycle Transportation Corridor
-  Tier 2 Regional Bicycle Transportation Corridors

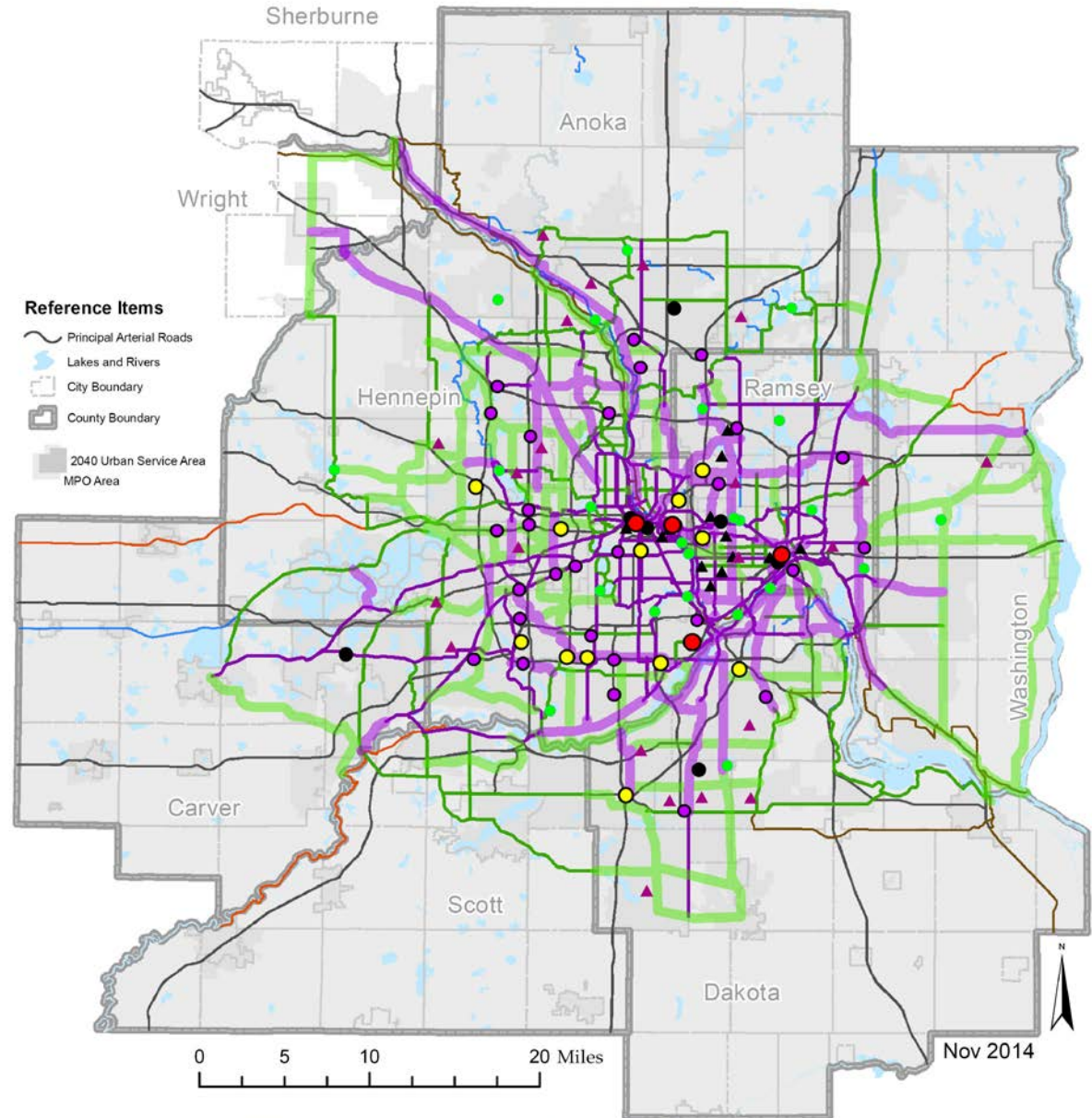
Regional Destinations

-  Metropolitan Job Centers
-  Regional Job Centers
-  Subregional Job Centers
-  Large High Schools
-  Colleges & Universities
-  Highly Visited Regional Parks
-  Major Sport & Entertainment Centers

Other Trail Systems

-  Regional Trails (Regional Parks Policy Plan)
-  Mississippi River Trail (US Route 45)
-  State Trails (DNR)

Regional Bicycle Transportation Network Vision



Regional Bicycle Transportation Network

RBTN establishes regional “backbone” arterial network to serve daily bicycle transportation needs by connecting regional destinations and local bicycle networks.

Corridors

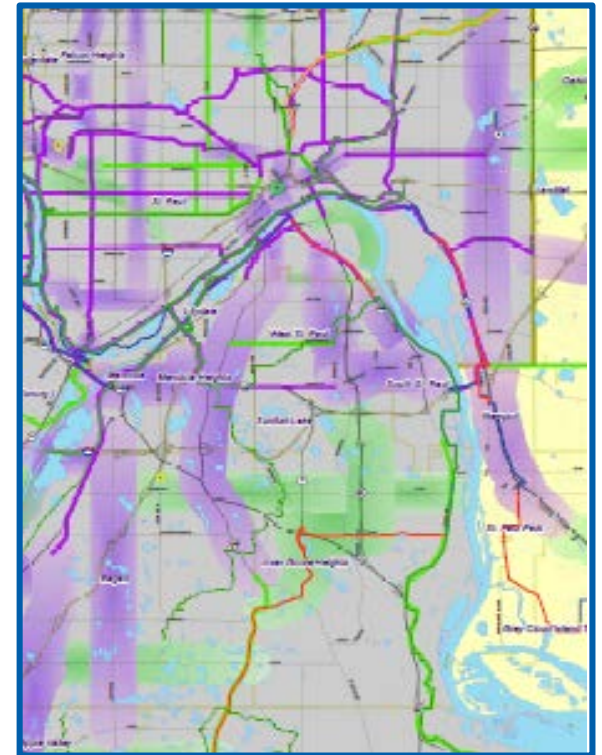
- Specific alignments not yet designated
- Provide connections to & between regional destinations

Alignments

- Identified existing or planned trails & on-street bikeways within corridors

Both corridors and alignments meet regional guiding principles

Both have Tier 1/Tier 2 priority designations



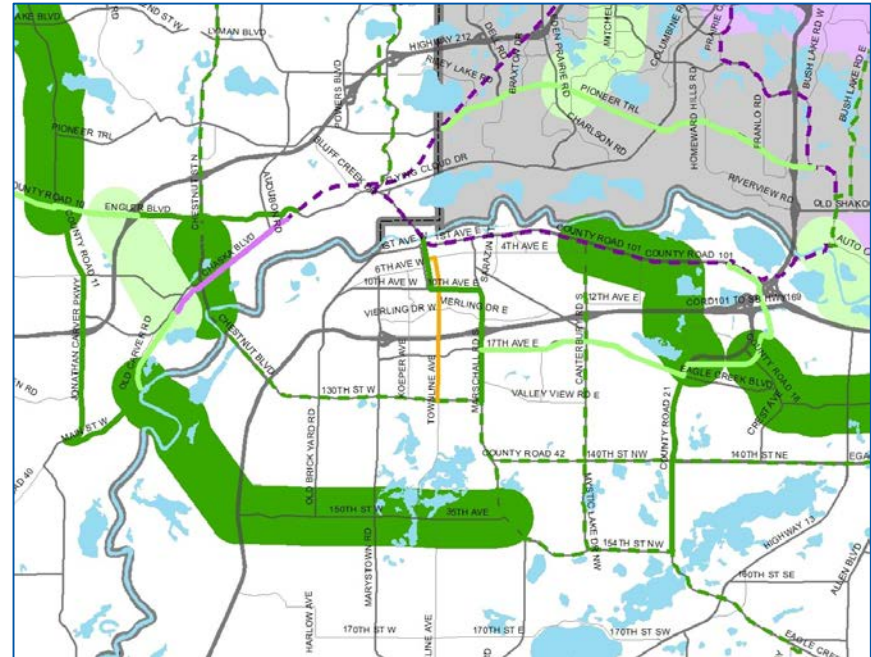
RBTN/Regional Trails Comparison

	RBTN	Regional Trails
Primary Purpose	Transportation	Recreation
Primary Connections	Regional destinations	Regional Parks & Trails
Facility Type	On-street bikeways & off-road trails	Primarily off-road trails
Characteristics	Directness of route valued over aesthetics	Aesthetics valued over directness
Implementation	City, County, State & Reg. Park Agencies	Regional Park Agencies

RBTN Changes

Substantive Changes

- Shifting corridors or alignments in response to implementation challenges
- Extending/truncating corridors or alignments to improve connectivity of the overall RBTN
- Adding new corridors or alignments to better connect regional destinations or to better align with local bike plans



RBTN Proposed Changes


Map Legend

New or Deleted Alignments

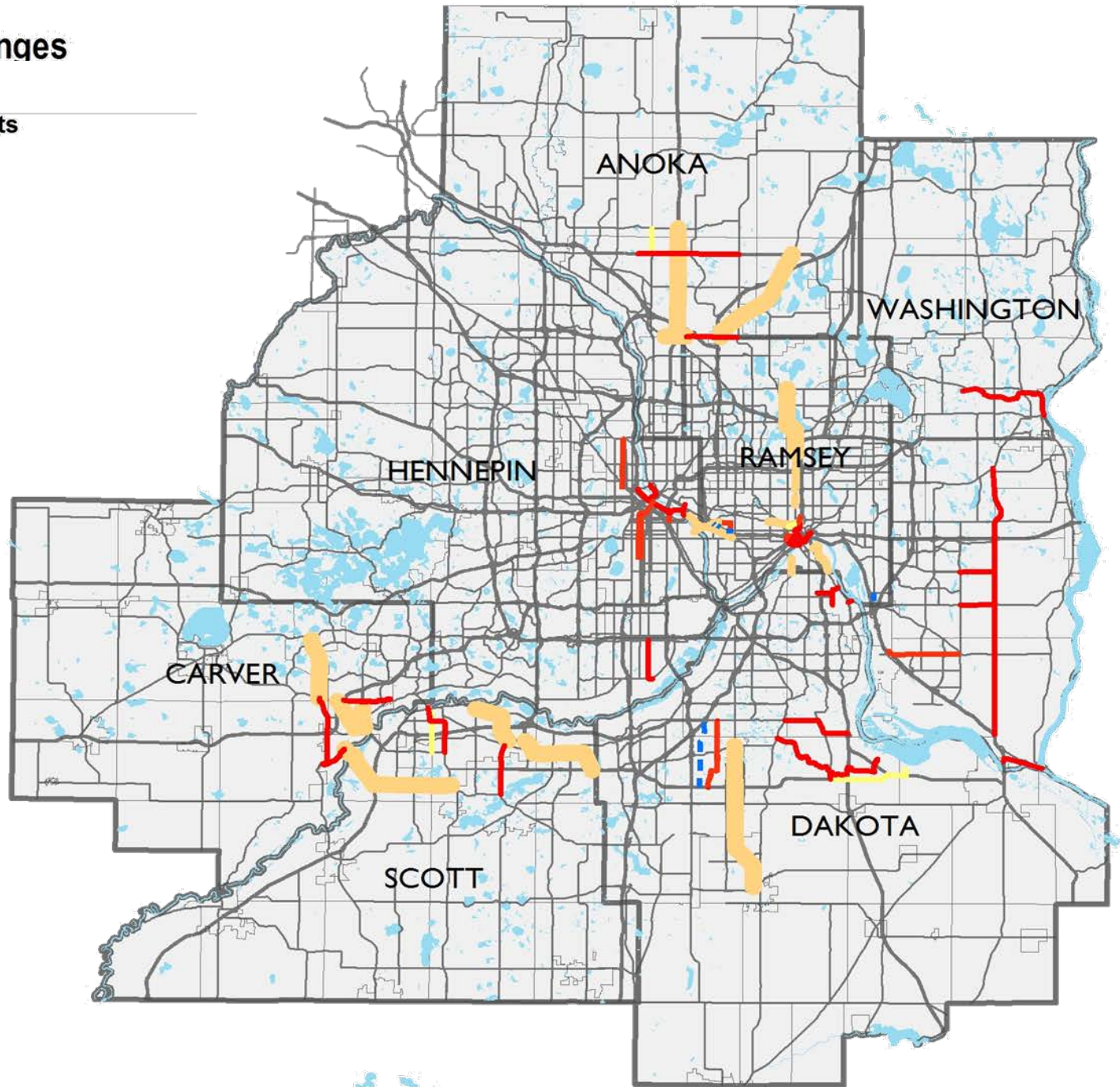
 New Alignment

 Deleted Alignment

New or Deleted Corridors

 New Or Moved Corridors

 Deleted Corridors



RBTN Update- Proposed

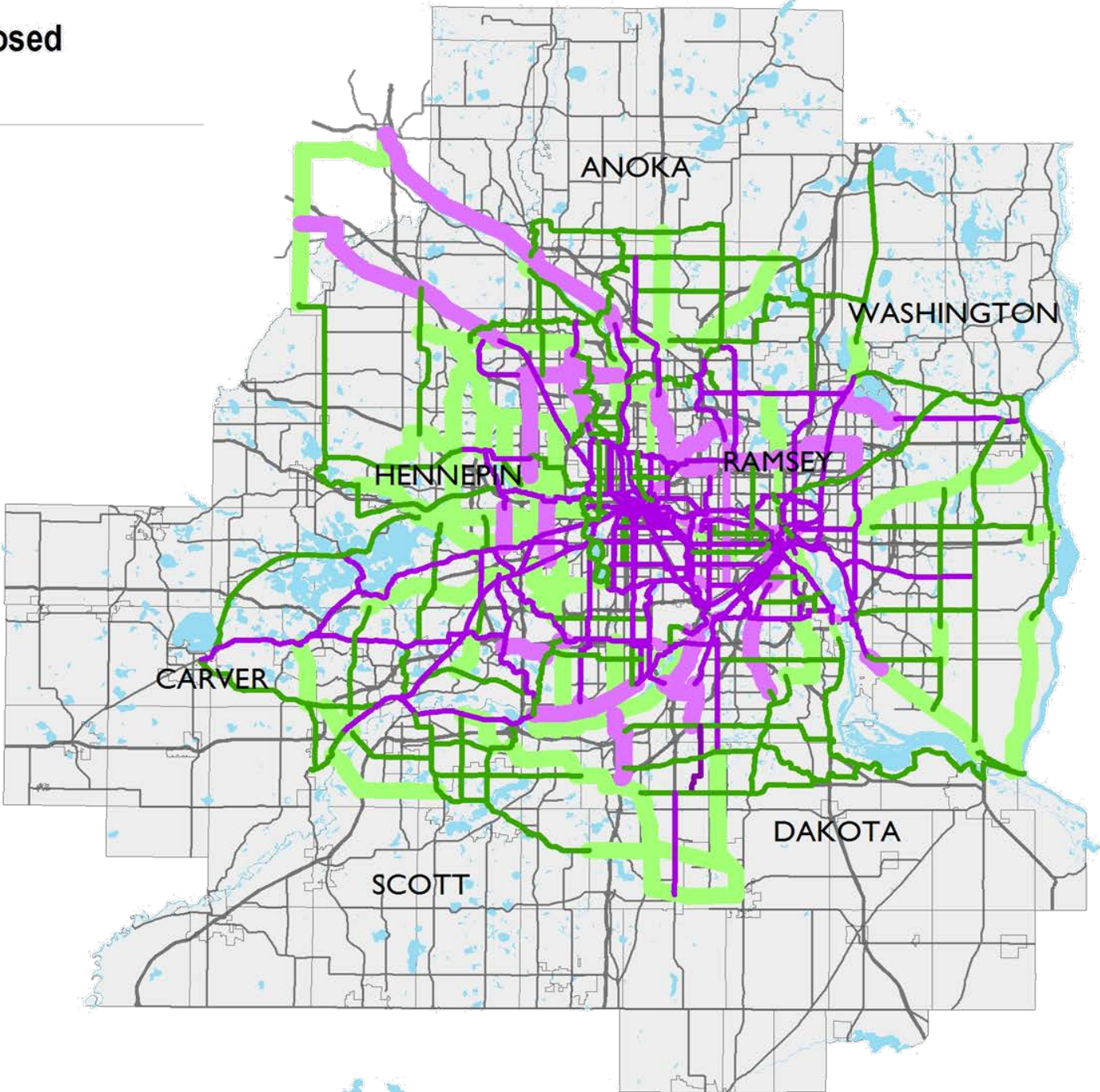
Map Legend

RBTN Alignments

- Tier 1 Alignment
- Tier 2 Alignment

RBTN Corridors

- Tier 1 Corridor
- Tier 2 Corridor



Work Program Items: Bike & Pedestrians

- RBTN and Protected Bikeways Study
- Best Practices Review: Bicycle Parking
- Best Practices Review: Walkable Neighborhoods/Ped-Transit Connections
- Regional Pedestrian/Bicycle Count Program
- Regional Pedestrian/Bicycle Crash Data Analysis
- Other ideas?

Thank you

Questions?

Steve Peterson, AICP

steven.peterson@metc.state.mn.us

651-602-1819

Cole Hiniker, AICP

Cole.hiniker@metc.state.mn.us

651-602-1748

Steven Elmer, AICP

steven.elmer@metc.state.mn.us

651-602-1756

