

2040 Transportation Policy Plan Update

TAAC

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

Transit Investment

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
- 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

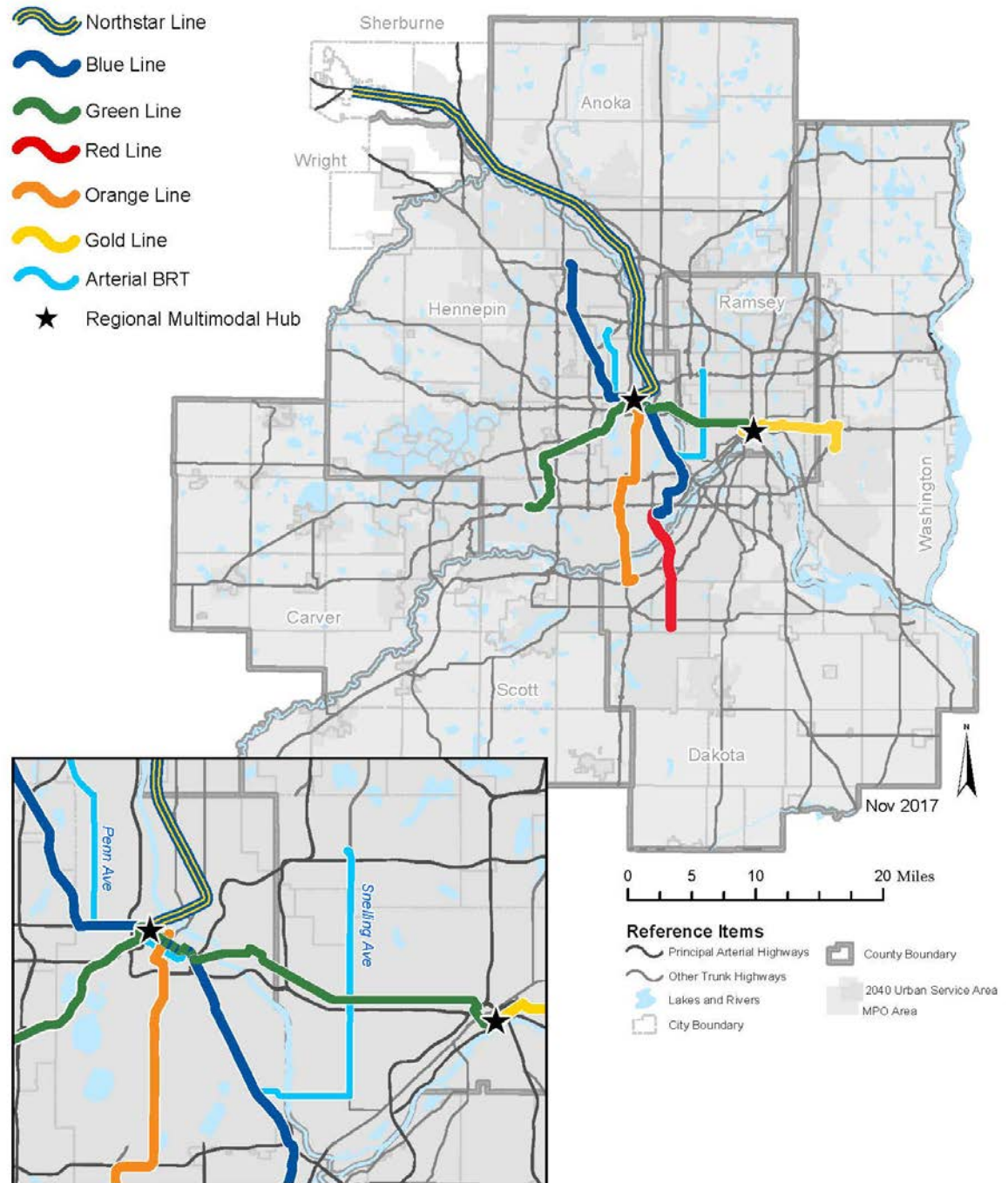
Bus and Support System

- Manage and optimize existing bus system performance
- Required expansion of Metro Mobility
- Improved discussion of Transit funding and Regional Solicitation
- Emerging technologies and transit service delivery (on-demand services, shared rides)
- Improved discussion of transit facilities and park-and-ride map update

TRANSPORTATION POLICY PLAN

Current Revenue Scenario Transitways (Funded Projects)

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



TRANSPORTATION POLICY PLAN

Increased Revenue Scenario Transitways

Three Metro Transitway tiers:

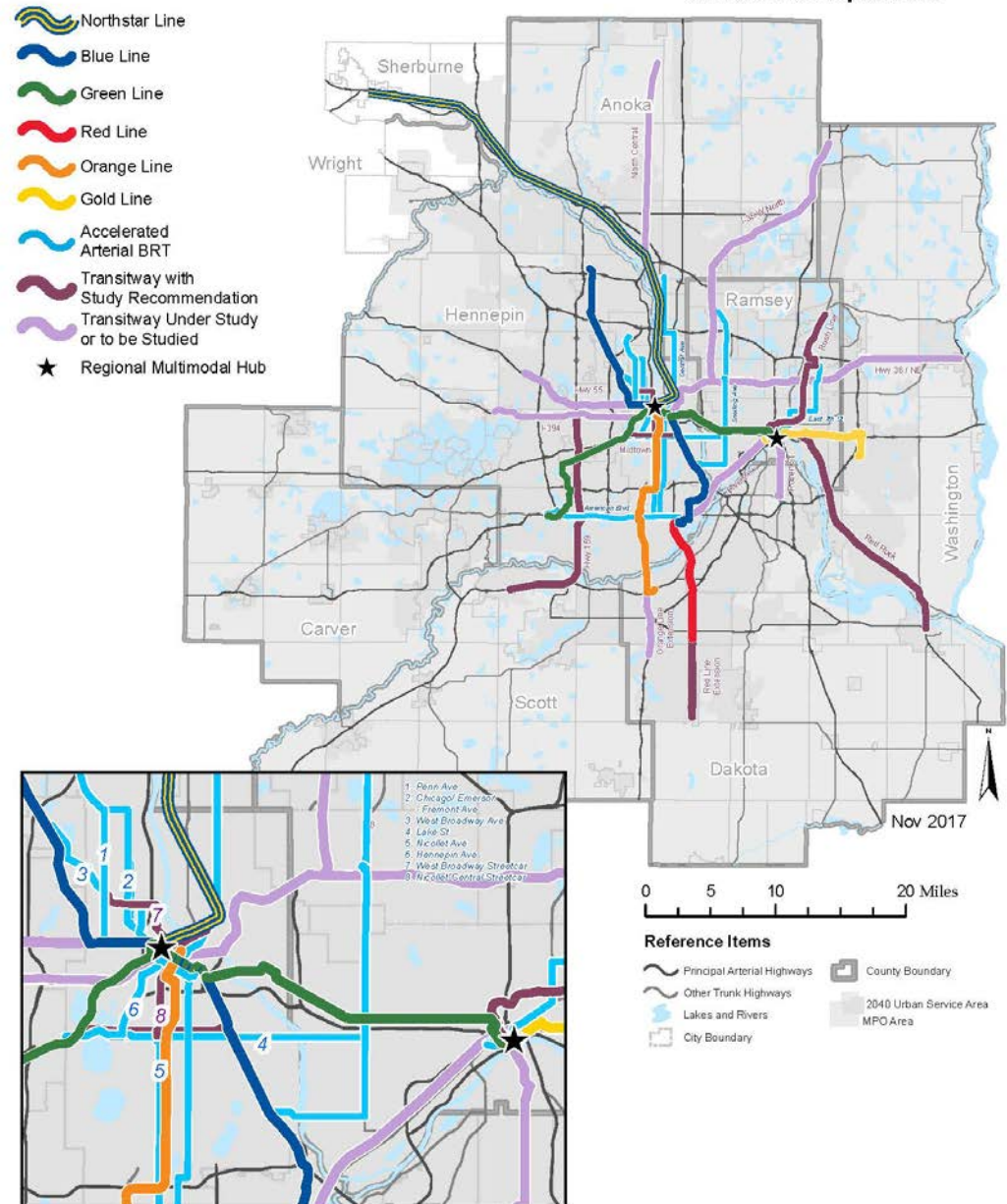
1. Projects in advanced development
2. Projects with study recommendations
3. Projects under study or to be studied

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.

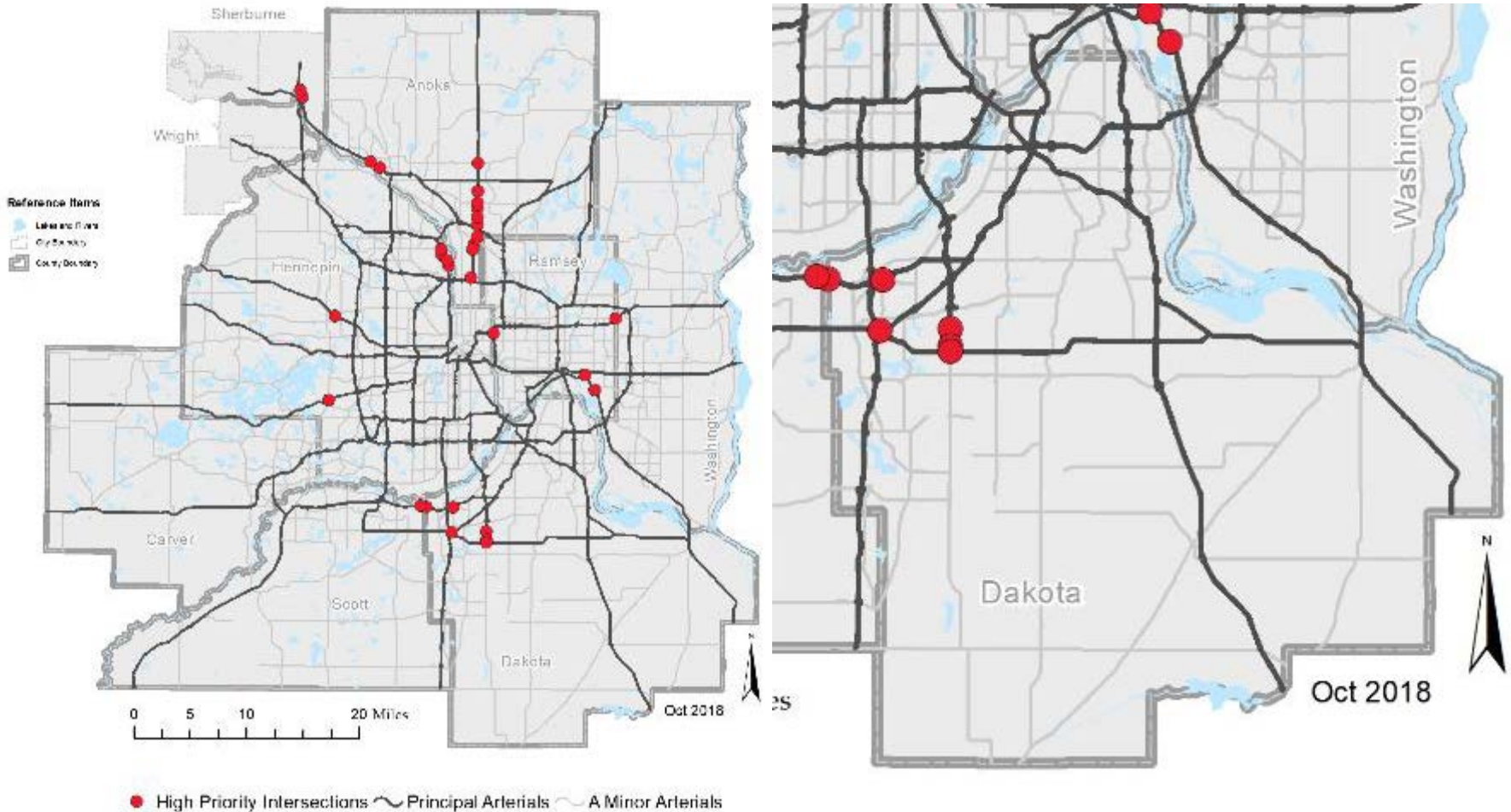


Highway Investment

Fiscal Outlook

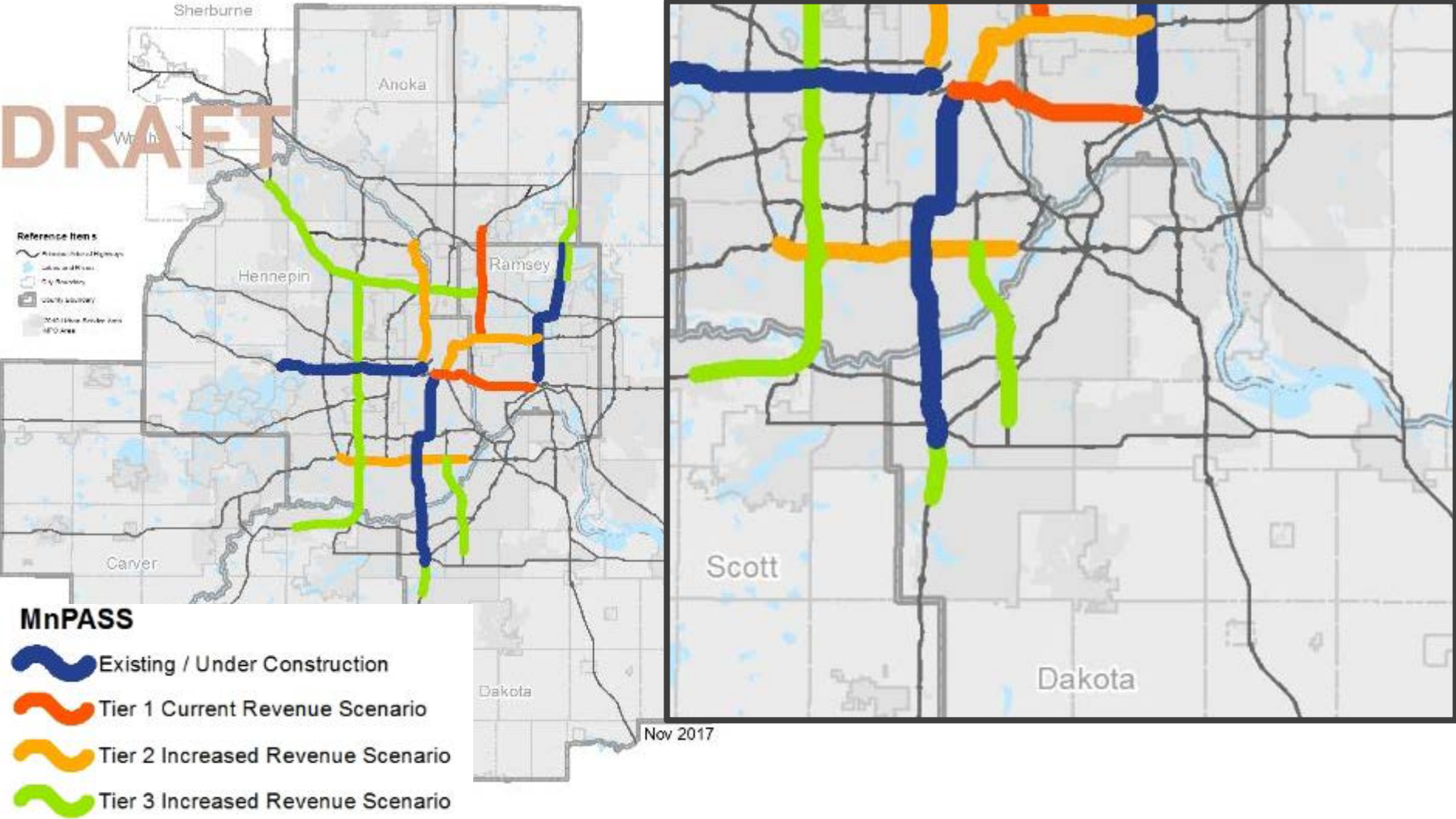
- **Principal Arterial Highways:**
 - Investment heavily driven by pavement and bridge performance and asset preservation needs
 - Metro district able to meet pavement and bridge targets; Greater Minnesota requires higher investment levels to meet targets
 - Mobility funding very limited; no mobility 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



MnPASS III Study

DRAFT

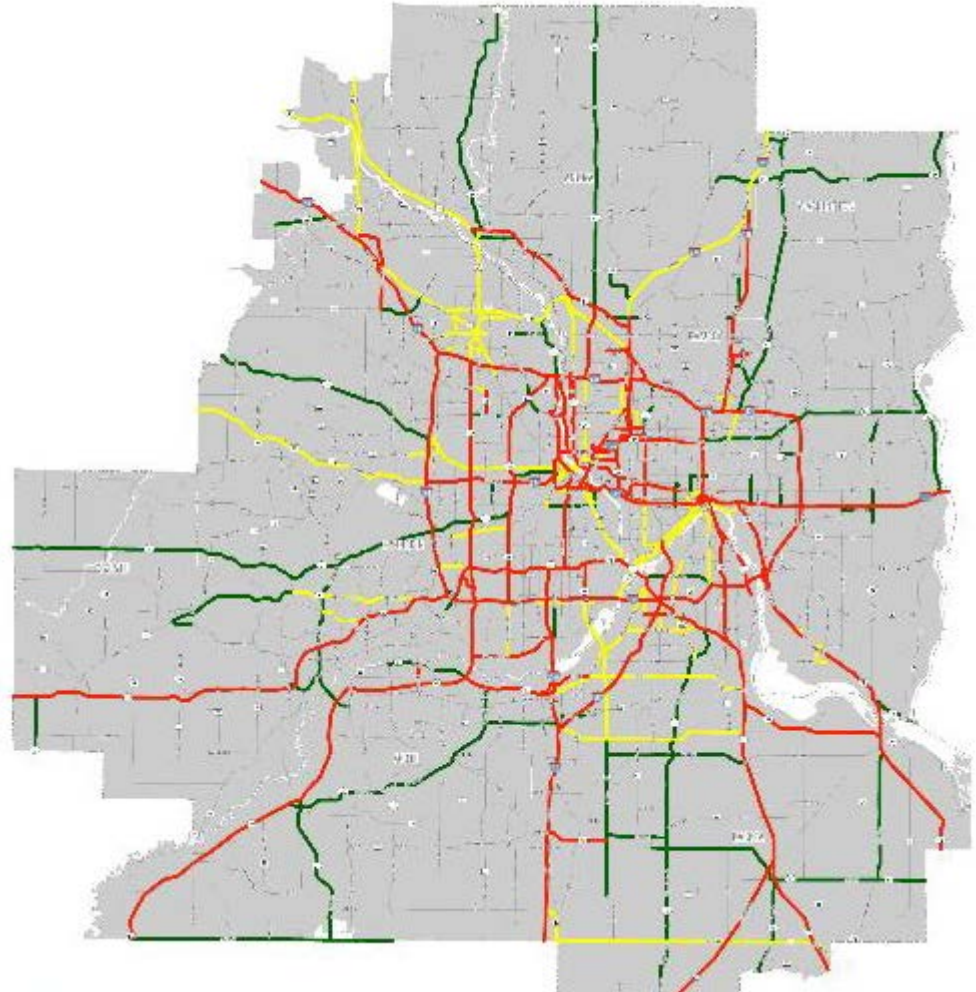


- MnPASS**
- Existing / Under Construction
 - Tier 1 Current Revenue Scenario
 - Tier 2 Increased Revenue Scenario
 - Tier 3 Increased Revenue Scenario

Highway Truck Corridors Study

- Regional Investment

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





Other Projects Listed in the TPP

Current Revenue Scenario:

- CSAH 70 from east of I-35 to Cedar Ave
- CSAH 26 from TH 55 to TH 3

Future Revenue Scenario:

- TH 77 MnPASS
- Other regionally significant, partially funded projects (as they are identified by Dakota Co)

Corridors of Commerce

- \$400M, proposed as \$200M to the Metro, \$200M to Greater MN
 - MnDOT taking comments until Dec 20th
- MnDOT will not be applying
- As the MPO for the region, the Council is interested in working with local partners to submit applications
- Points awarded for local and MPO letters of support

Bicycle and Pedestrian

RBTN Vision Map



TPP Changes

Incorporation of Studies

Regional Bicycle Barriers Study

- Map of regional barriers
 - Includes streams & rivers, major rail lines, freeways & expressways
- Map of ~ top 150 regional barrier crossing improvement locations (tiered)
- Map of major rivers with existing/planned bikeway crossings
- Update guidelines for regional investment

TPP Changes

Other Text Revisions

- Bike/ped safety related to traffic speeds
- Add best practice references:
 - Complete streets design & policy/planning guides
 - Bike & ped data collection & applications
- Direction for local bikeways data updates for regional system inventory
- Information on improving pedestrian safety
- Reinforcement of the need for ADA compliance
- Incorporating other relevant work such as Minnesota Walks (joint MnDOT/MDH) & MnDOT SRTS

Possible Work Plan Items

- RBTN Protected Bikeway Corridors Study
- Analysis of RBTN and local bikeways to regional transit system
- Analysis of pedestrian connections to regional transit system
- Updates to regional bicycle system inventory
- Regional pedestrian and bicycle crash data analysis



METROPOLITAN
C O U N C I L

katie.white@metc.state.mn.us