



Highway and Freight Investment Direction and Plan Revenue and Investment Summary

TAB

December 20, 2017

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)

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
 - Congestion Management Safety Plan 4
 - Truck Highway Corridors Study



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Highway Revenue Update

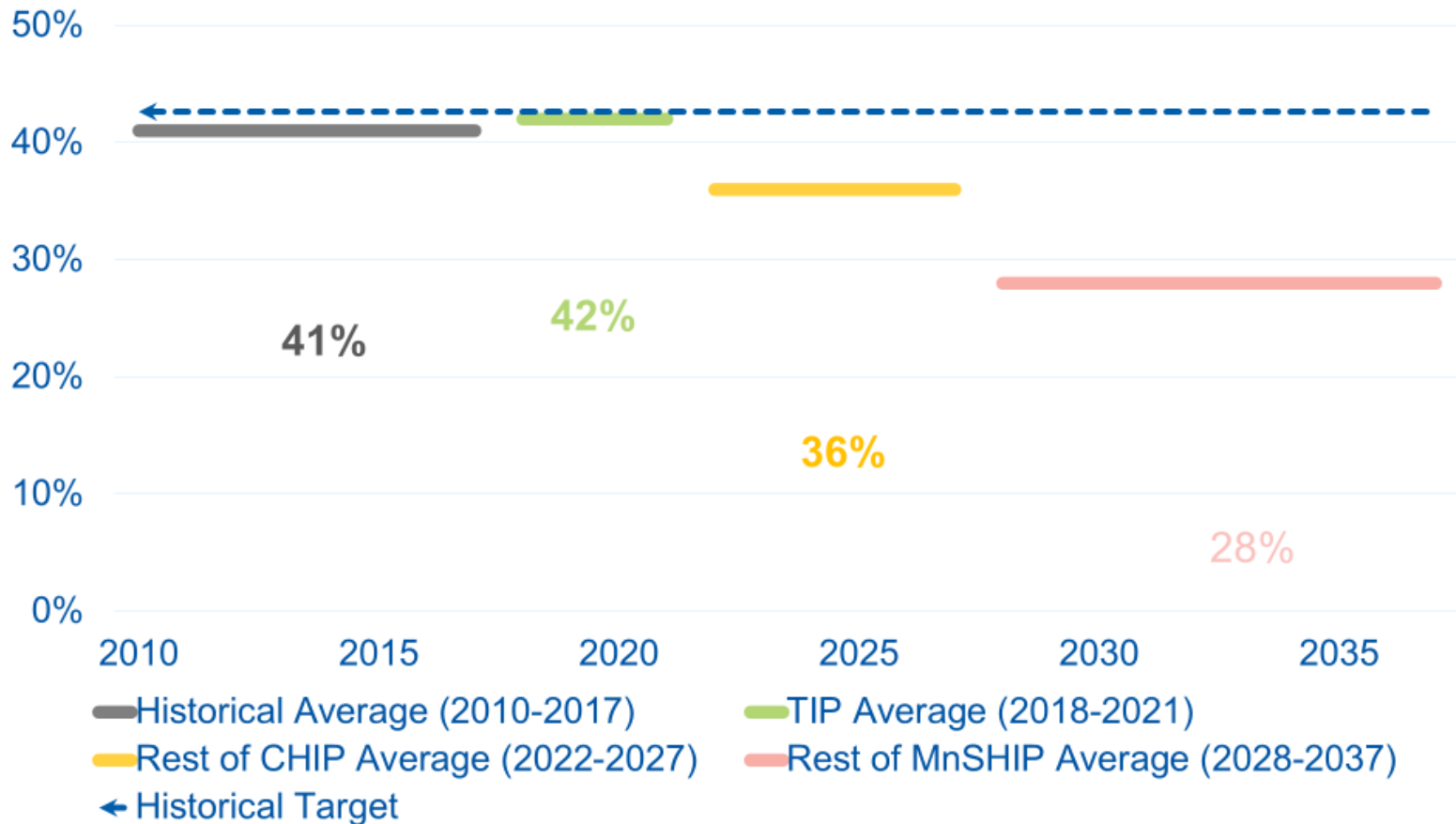
Highway Funding Big Picture

- 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

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 limited metro 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
- Projects will be put into the TPP

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 rounds
- 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: 45 points awarded for local and MPO letters of support

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, especially 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



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Highway Investment Changes

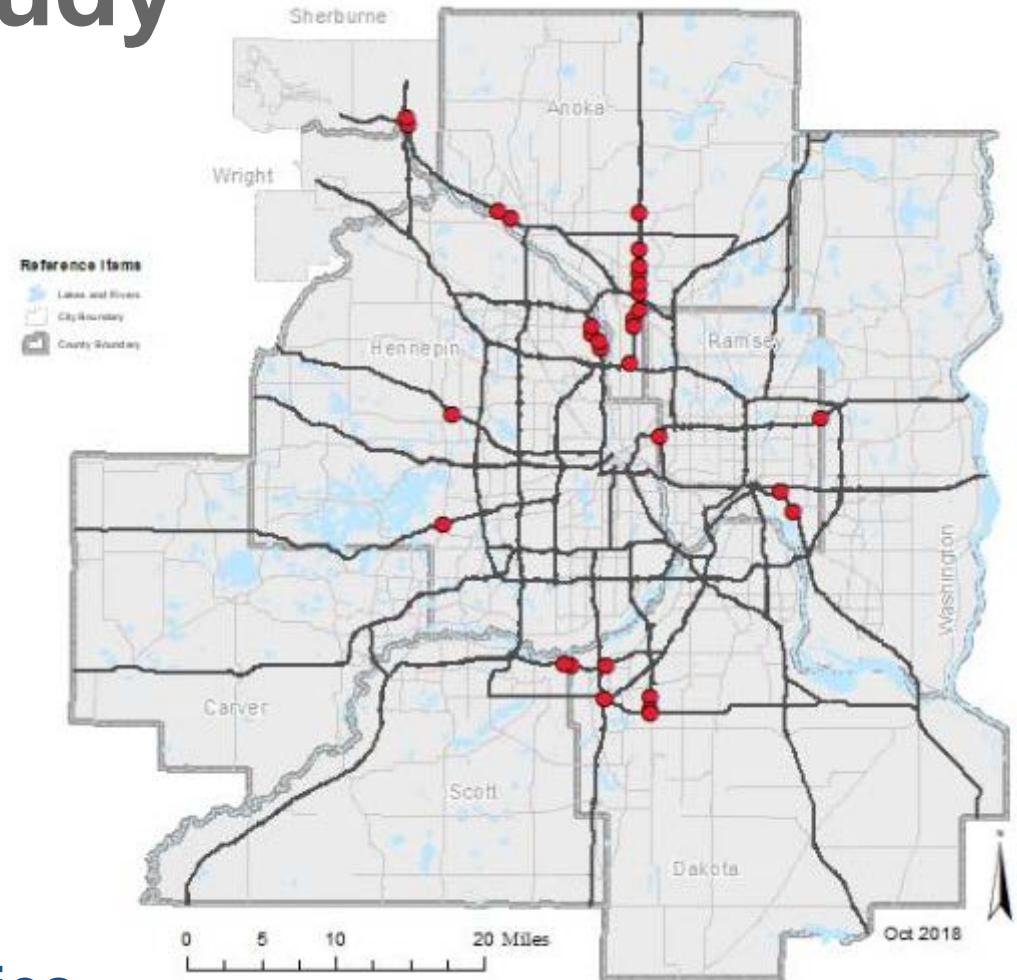
Expected Changes

Update Informed by Studies

- Principal Arterial Intersection Conversion Study
- Congestion Management Safety Plan 4
- MnPASS III
- Highway Truck Corridors Study
- County Arterial Preservation Study

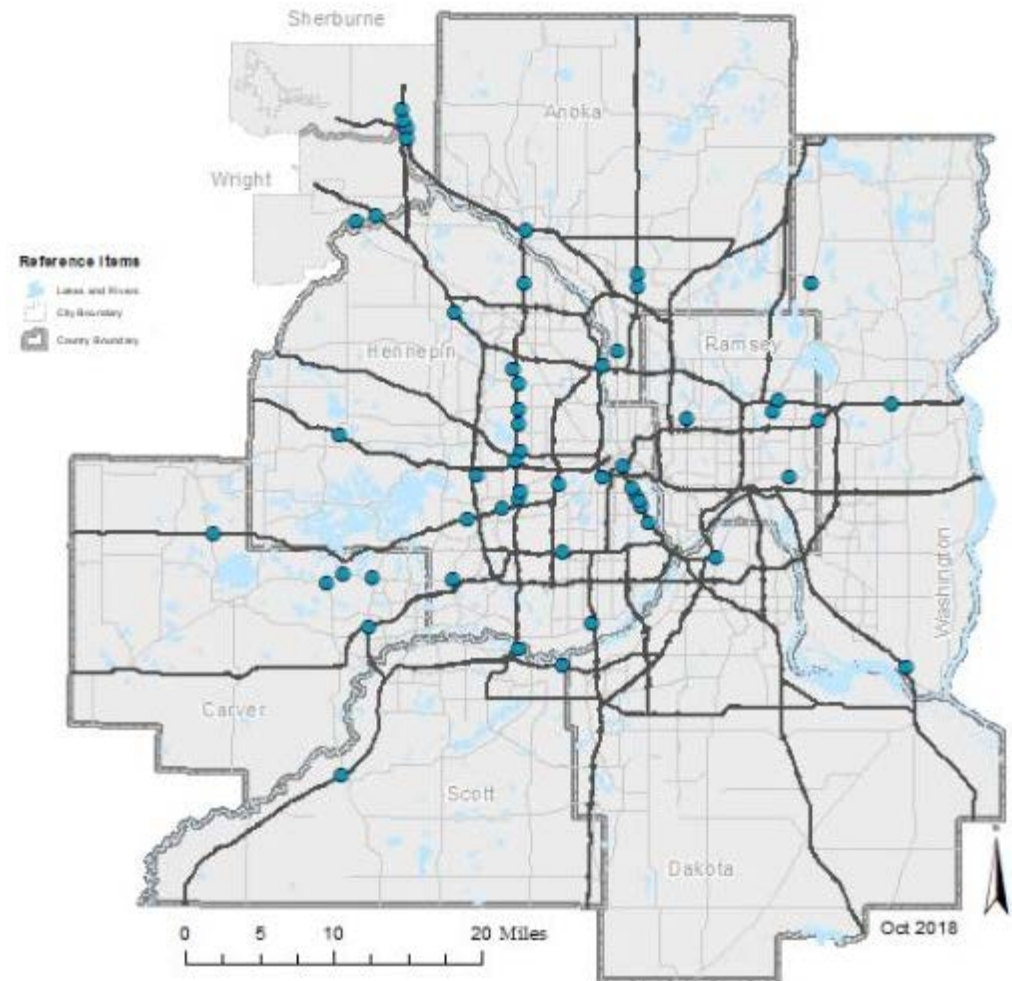
Principal Arterial Intersection Conversion Study

- 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

- Current Revenue: \$40 M programmed
- Current Revenue: Projects at 48 remaining locations, \$101 M
- 7W included in Study, funding would come from MnDOT District 3



MnPASS III Study

Changes since 2015 TPP:

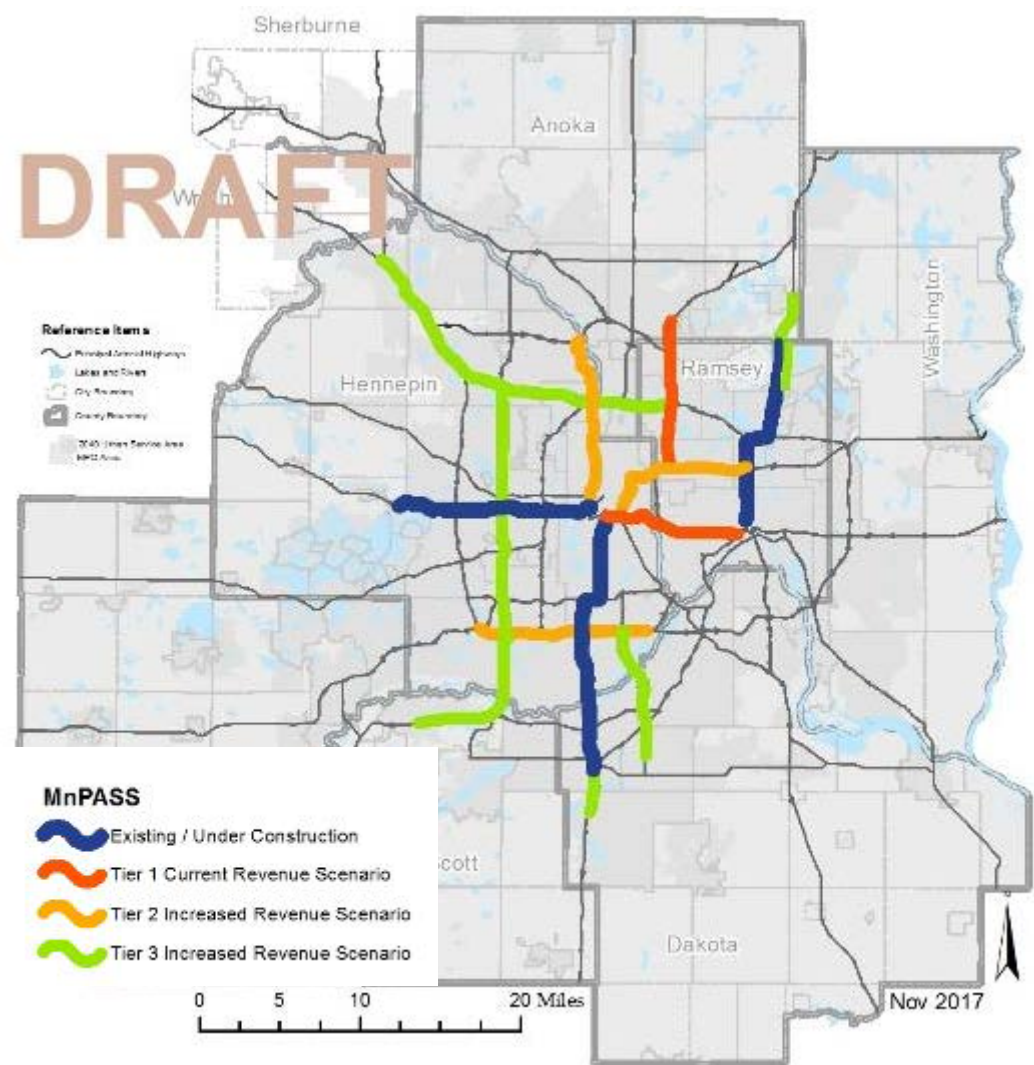
- I-35E North constructed
- I-35W South under construction

Current Revenue Scenario:

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

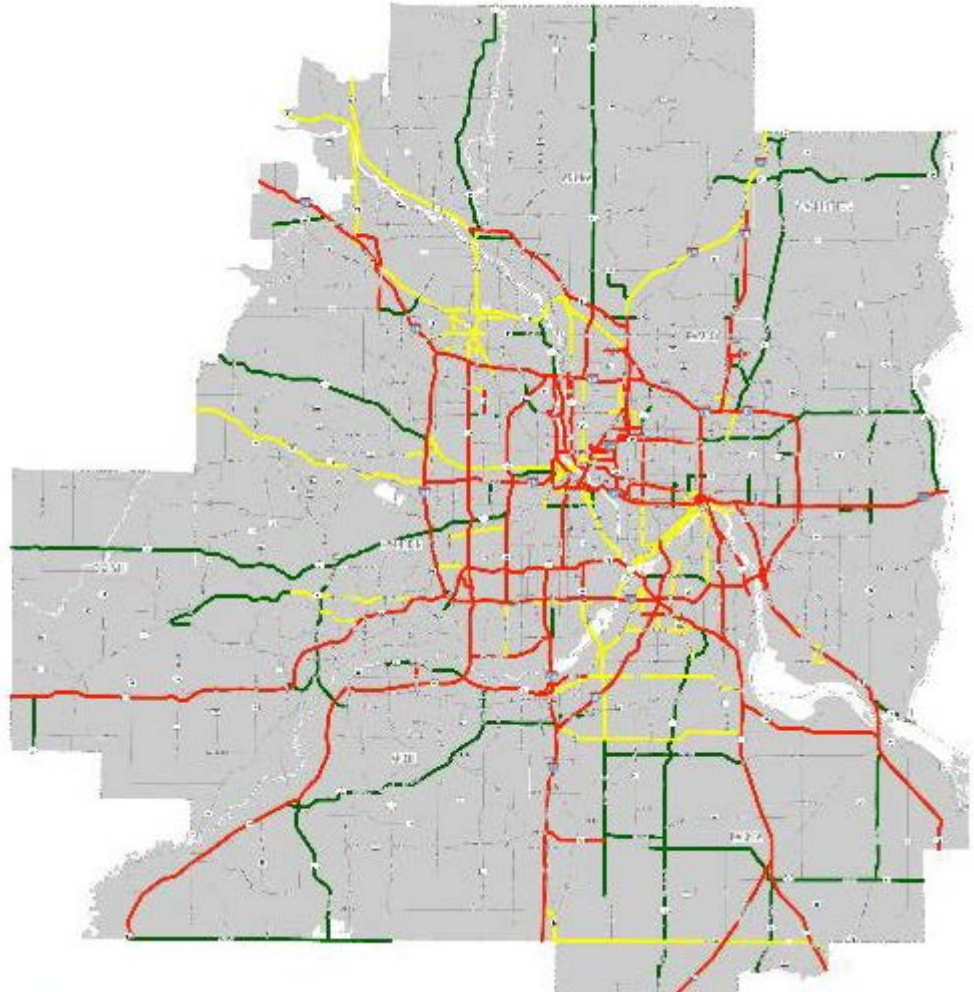
Increased Revenue Scenario:

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



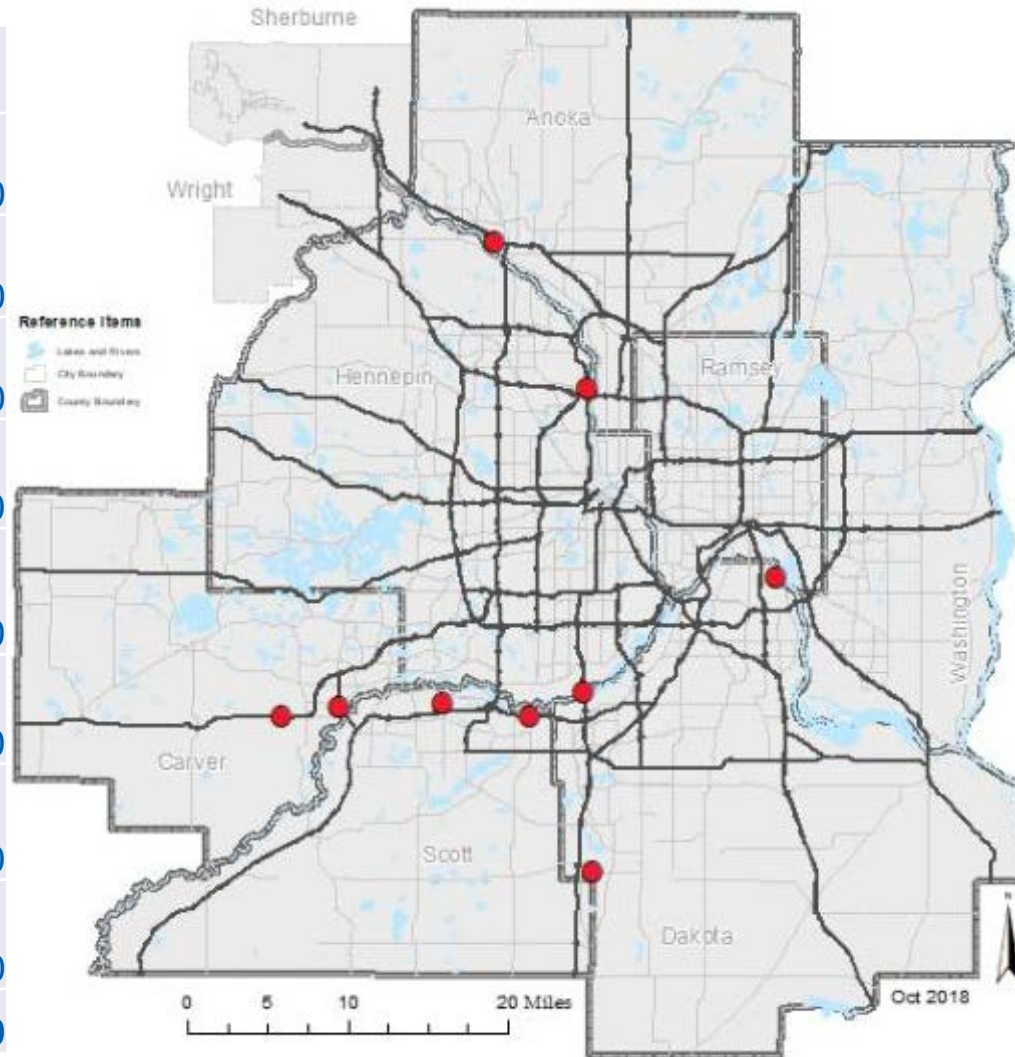
Highway Truck Corridors Study

- 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	\$10,000,000
Downtown Chaska Hwy 41 Improvements	\$4,000,000
Total	\$79,154,000

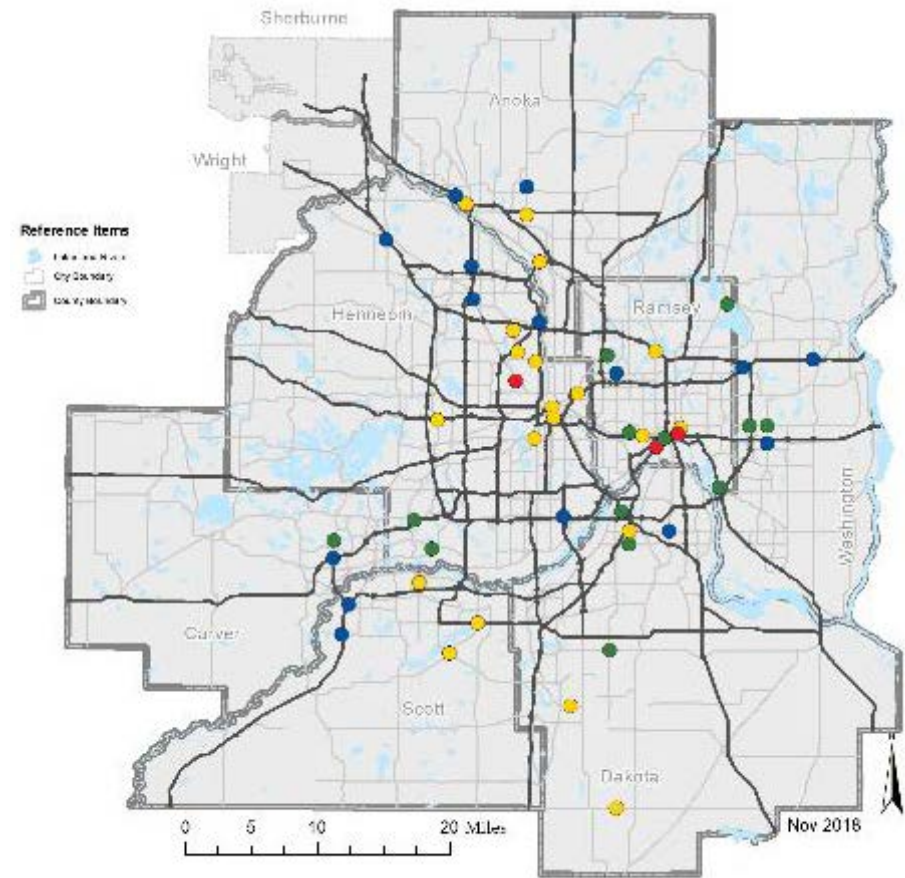


Regional Solicitation Funding

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



Congestion Management Process (CMP)

- Executive Summary in TPP
- Stand-alone document will be created in 2018
- Congestion Management Process Advisory Group will provide input

Work Program Items: Highways and Freight

- System-to-System Interchanges
- Congestion Management Process (CMP)
- Connected and Autonomous Vehicles
- Truck counts on key truck corridors
- New and emerging freight technologies
- Others?

Thank you

Questions?

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