



# **TRANSPORTATION** **POLICY PLAN**

## 2040 TPP Update Status and Next Steps

Transportation Advisory Board  
March 21, 2018

# Today's Topics

Where are we now?

- Major themes in the TPP Update
- Status
- Next steps



# What's in this Plan Update?

- Updated revenue forecasts
  - County sales tax, wheelage tax
  - New highway revenues
  - Updated revenue growth assumptions
- Updated investments; major projects that are funded
- Planning study results
- Reworking of the Plan Overview
  - Challenges and Opportunities section
  - New Investment Summary

# TRANSPORTATION POLICY PLAN

## The Overview

# Updating the Overview

- Reorganized, updated
- Plain language edits
- Removed redundancy that didn't clarify
- Kept background that better explains the purpose, role of the TPP
- Other background about key aspects, e.g. regional solicitation, impact of local funding on regional priorities
- Most of the content was in previous version
- All new: Challenges and Opportunities
- Goals section primarily the same

# Challenges and opportunities

**Our highway system is well-developed, but is aging and will require major reconstruction. Our transitway system is newer and still being developed. These realities are reflected in plans for the future of highways and transit, and how each uses the funding available.**

- Highway investment priority: Preserving existing highway system
  - Will include reconstruction of major corridors
  - Opportunity to also make improvements
- Transitway system is still growing and will require new development, as well as operations and maintenance funding

# Challenges and opportunities

**Travel patterns are changing. Who we are, how we live, what we need and what we want all affect the choices we make, including how we use transportation.**

- Generational expectations and challenges
- Past trends may not continue in the future

# Challenges and opportunities

**Highway congestion is a reality of a growing region. Addressing congestion must be a priority for the region.**

- Making investments in technologies that improve travel
- Offering more reliable travel options along congested corridors, such as transit options
- Improving congested locations with lower-cost, high-benefit fixes to stretch our limited transportation dollars
- Encouraging land use and development that offers the community easy access to transportation options
- Encouraging travel outside traditional commuting times

# Challenges and opportunities

**Technology will continue to influence travel in the region.**

- Smart phones, apps, sharing services
- Consumer based technologies for accessing services
- Autonomous vehicles
- Other vehicle technologies
- Highway management technology

# Challenges and opportunities

**Our transportation system is essential to advancing equity, sustainability, and prosperity in our region.**

- Access to housing, amenities
- Assuring equitable policies and outcomes
- Environmental impact of transportation – both collectively and individually – on our communities and livability
- Access to jobs, educational opportunities

# Illustrations

- Travel behavior data
- Processes
- Funding – dedicated versus flexible
- Other data
- Other elements
  - Using people’s real experiences with the system to illustrate elements
  - Using sidebar explanations/definitions about concepts

# Outreach and engagement

- Including key stakeholders – counties, cities, other planning staff
- Engagement on studies – work program
- Additional outreach during public comment phase

# TRANSPORTATION POLICY PLAN

## Investment Plans

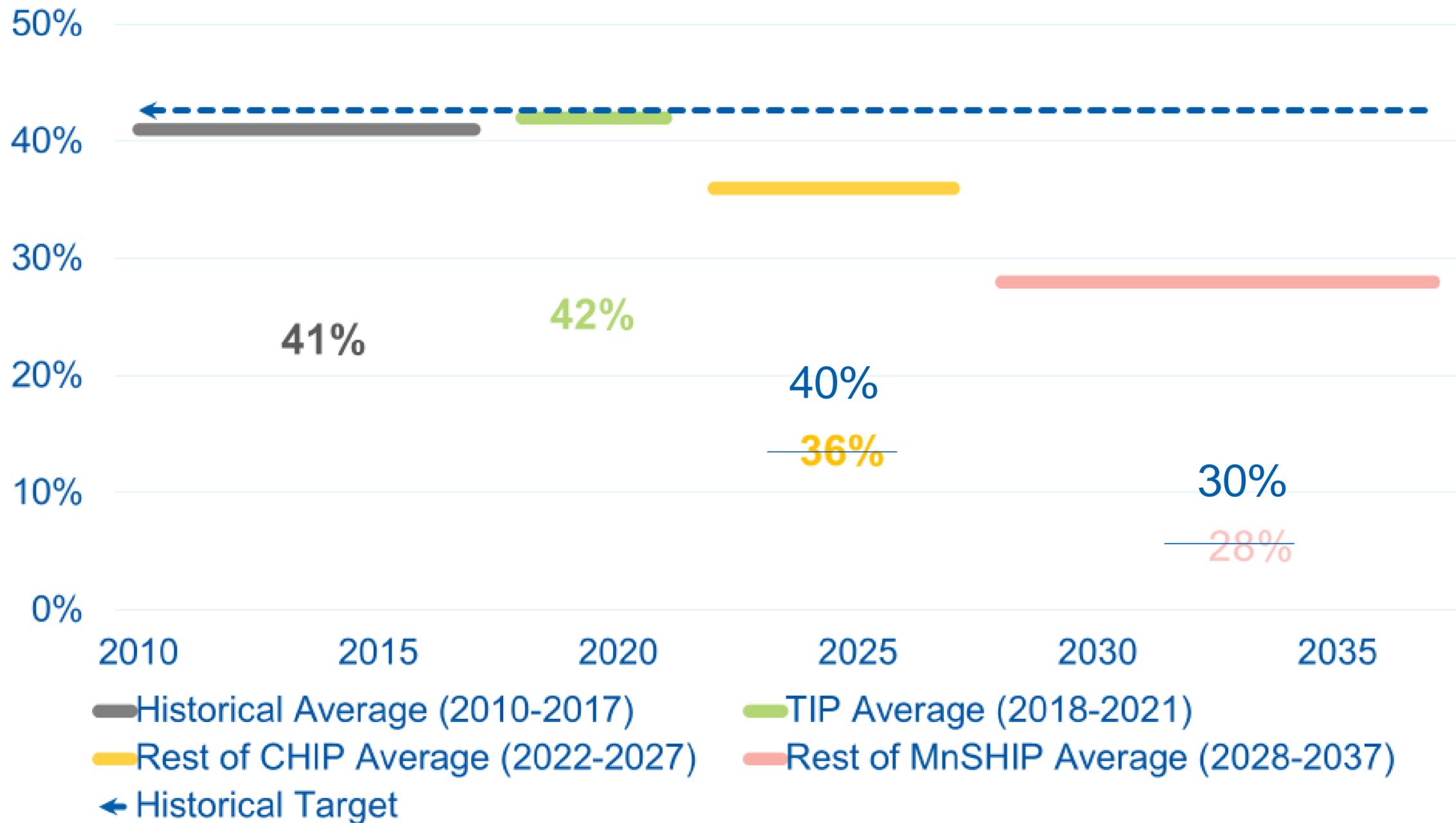
# Major Investment Themes

- Lack of funding continues to be a major impediment
  - Reduced ability to address congestion and provide alternatives
  - No ability to grow the base bus system while cities and counties have expectations for transit services
- County transportation sales taxes
  - Provides new funding for transitways and highways
  - New era where local funding is a significant funding source for regional systems
- Cost/spending inflation continues to outpace revenue growth for most funding sources

# Highway Funding Update

- Given declining MnDOT funding share to metro and recent Met Council/MnDOT conversations, MnDOT reallocated:
  - \$50M/year for metro congestion projects 2024-2026 (\$150M total)
  - \$20M-\$30M/year for spot mobility projects 2022-2040 (approximately \$400M total)
- \$200M of MnDOT highway projects selected through the Corridors of Commerce Program not known until April

# MnDOT Share to Metro District



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

# Expected Changes

## *Update Informed by Studies*

- MnPASS 3
- Principal Arterial Intersection Conversion Study
- Congestion Management Safety Plan 4
- Highway Truck Corridors Study
- County Arterial Preservation Study

## *Update Informed by New Funding*

- Changes in funding & programs at the federal, state, and local level

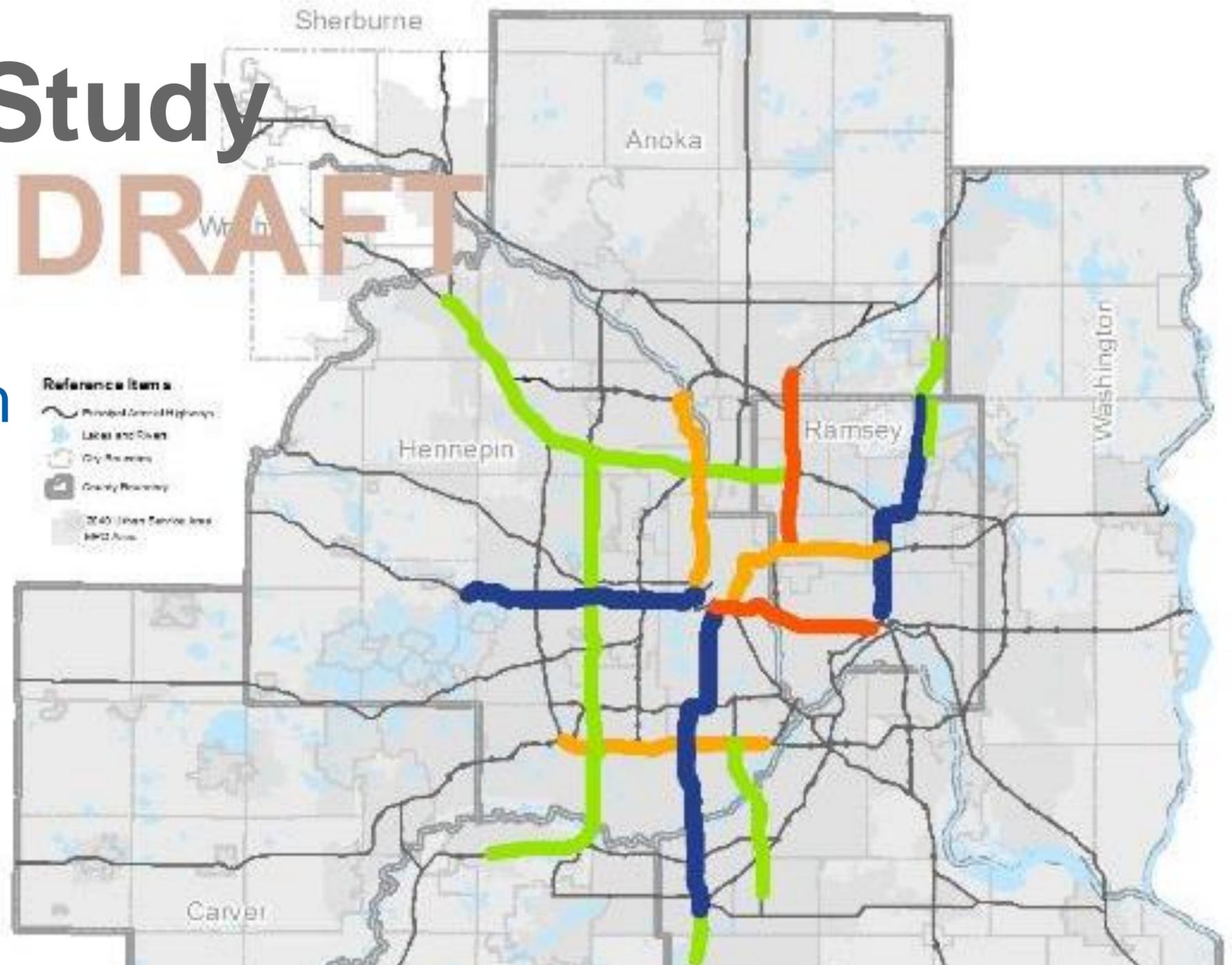
# MnPASS III Study

## Current Revenue Scenario:

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

## Increased Revenue Scenario:

- Tier II and Tier III corridors



### MnPASS

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

# Work Program Items: Highway Studies

- Congestion Management Process (CMP)
  - Expected to start this spring
- System-to-System Interchanges
  - Expected to start this summer
- Connected and Autonomous Vehicles
- Truck counts on key truck corridors
- New and emerging freight technologies

# TRANSPORTATION POLICY PLAN

## Transit Plans & Investment

# Transit 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

# TRANSPORTATION POLICY PLAN

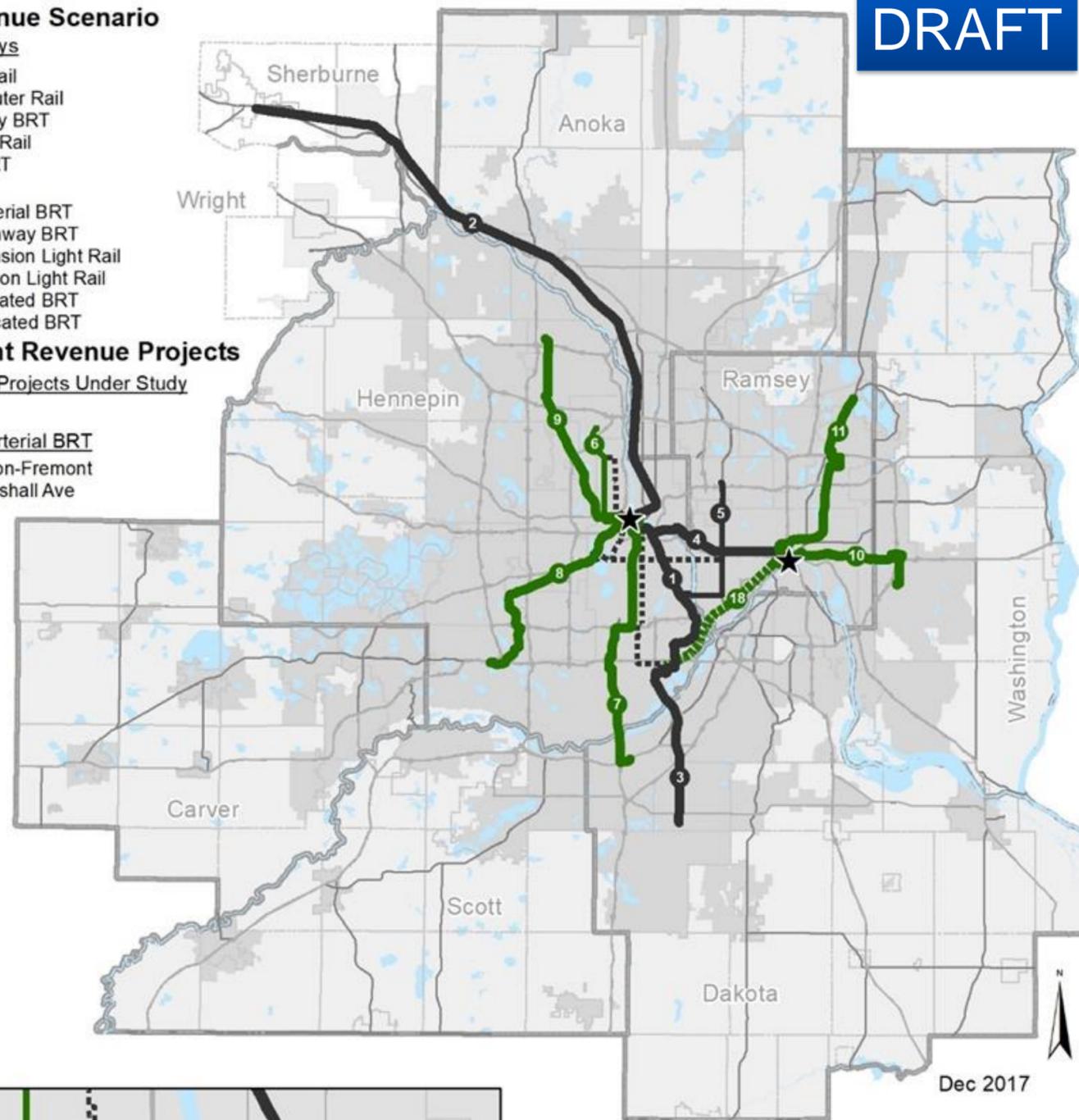
## Current Revenue Scenario Transitways (Funded Projects)

- CTIB priority projects removed and addressed individually
- Updated Gold Line LPA
- Arterial BRT updates; regional solicitation awards
- D Line pending State bonding request
- Rush Line LPA included
- Riverview LPA pending

### Existing Transitways and Expansion Transitways

- Current Revenue Scenario**
- Existing Transitways**
1. Blue Line Light Rail
  2. Northstar Commuter Rail
  3. Red Line Highway BRT
  4. Green Line Light Rail
  5. A Line Arterial BRT
- Planned Projects**
6. Penn Avenue Arterial BRT
  7. Orange Line Highway BRT
  8. Green Line Extension Light Rail
  9. Blue Line Extension Light Rail
  10. Gold Line Dedicated BRT
  11. Rush Line Dedicated BRT
- Future Current Revenue Projects**
- Locally Prioritized Projects Under Study**
18. Riverview
- Partially Funded Arterial BRT**
25. Chicago/Emerson-Fremont
  26. Lake Street/Marshall Ave
  27. Hennepin Ave

**DRAFT**



\*Numbers are for map reference only and do not indicate any planning purpose or priority

0 5 10 20 Miles

**Reference Items**

- Principal Arterial Highways
- Other Trunk Highways
- Lakes and Rivers
- City Boundary
- Regional Multimodal Hub
- County Boundary
- 2040 Urban Service Area
- MPO Area

# TRANSPORTATION POLICY PLAN

## Increased Revenue Scenario Transitways

Three potential-Metro Transitway tiers:

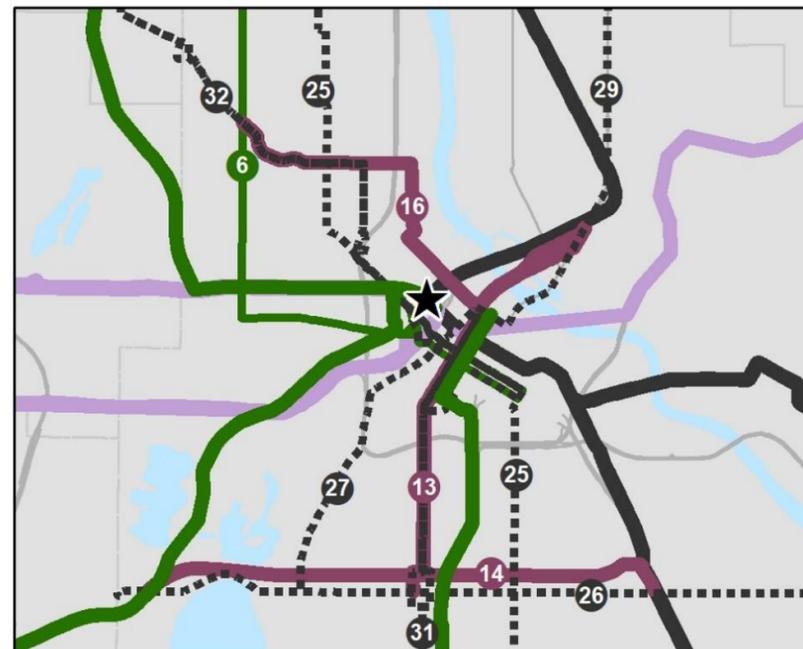
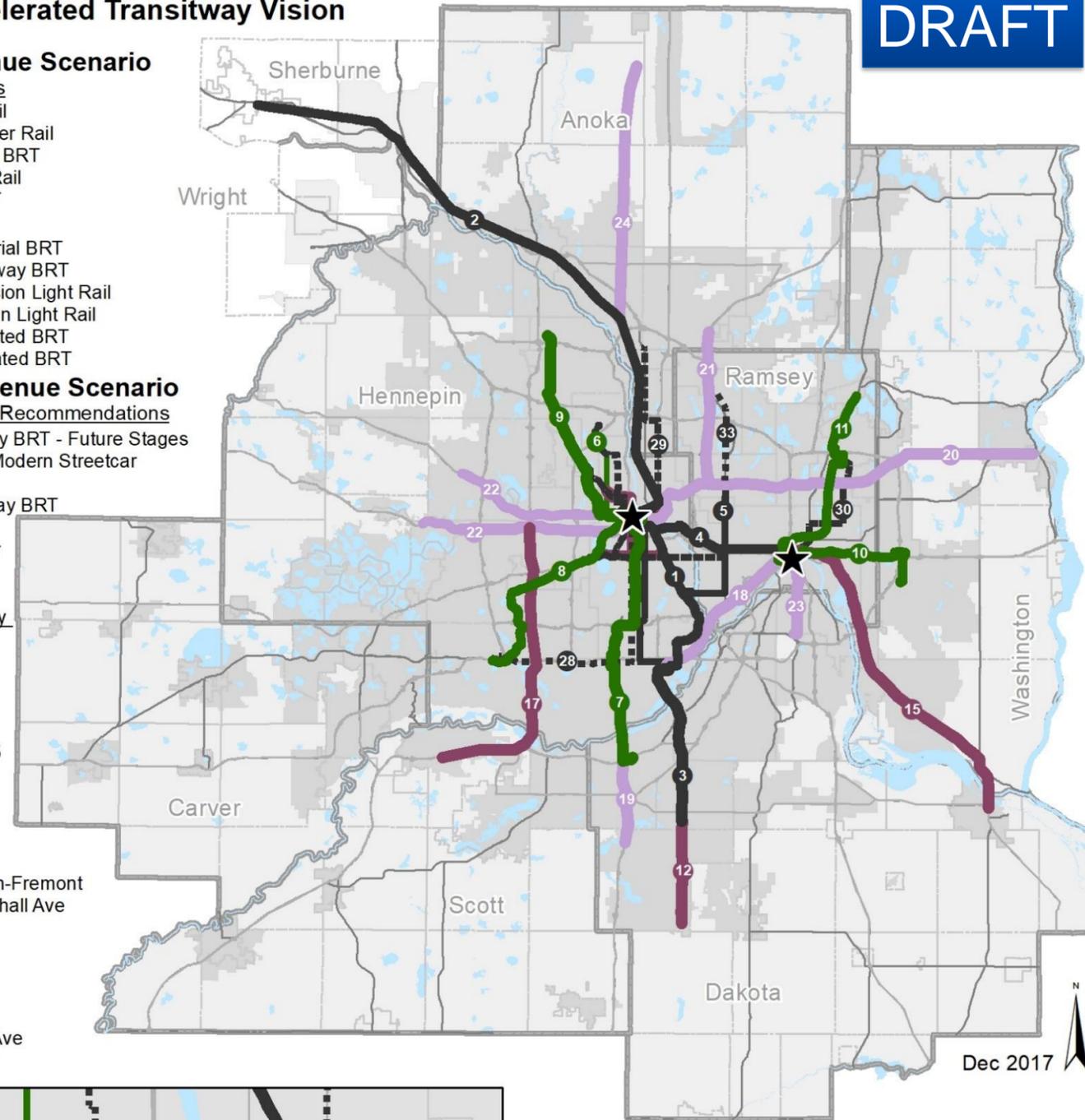
1. Projects in advanced development
2. Projects with study recommendations
3. Projects under study or to be studied

Additional arterial BRT projects beyond Current Revenue Scenario

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

**DRAFT**

- Current Revenue Scenario**
- Existing Transitways
  1. Blue Line Light Rail
  2. Northstar Commuter Rail
  3. Red Line Highway BRT
  4. Green Line Light Rail
  5. A Line Arterial BRT
- Planned Projects
  6. Penn Avenue Arterial BRT
  7. Orange Line Highway BRT
  8. Green Line Extension Light Rail
  9. Blue Line Extension Light Rail
  10. Gold Line Dedicated BRT
  11. Rush Line Dedicated BRT
- Increased Revenue Scenario**
- Projects with Study Recommendations
  12. Red Line Highway BRT - Future Stages
  13. Nicollet-Central Modern Streetcar
  14. Midtown Rail
  15. Red Rock Highway BRT
  16. West Broadway Modern Streetcar
  17. Highway 169 Highway BRT
- Projects Under Study or to be Studied
  18. Riverview
  19. Orange Line Ext.
  20. Highway 36
  21. I-35 W North
  22. I-394/Highway 55
  23. Robert St
  24. North Central
- Accelerated Arterial BRT**
  25. Chicago/Emerson-Fremont
  26. Lake Street/Marshall Ave
  27. Hennepin Ave
  28. American Blvd
  29. Central Ave NE
  30. East 7th St
  31. Nicollet Ave
  32. West Broadway Ave
  33. A Line Extension



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

\*Numbers are for map reference only and do not indicate any planning purpose or priority



**Reference Items**

- Principal Arterial Highways
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# 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?
  - First and last mile connections assessment
- **Transitway Advantages assessments**
  - Downtown(s) advantages assessment
  - Arterial street transit routes advantages assessment (non-Arterial BRT)
- **Comprehensive Transit Financial Report**
- **Matrix of Planned Transitway Facts**

# Other Substantial Changes

- Regional Bicycle Barriers Study
  - Including a map of regional bicycle barriers
  - Deferring inclusion of bicycle barrier crossing improvement areas map, pending further refinements in coordination with regional partners
  - Generalizing relationship to Regional Solicitation, changing to recommendation
- Transit Regional Service Improvement Plan (RSIP)
  - State funding block grant program for suburban transit providers eliminates need for RSIP for state funding
  - Shifting RSIP focus to Increased Revenue Scenario, adding language on providers exploring new service models

# Working with partners

- Meetings with County boards
  - Six counties completed January - March
  - 7W Wright and Sherburne counties February 15
  - Hennepin county April
- Minneapolis and St. Paul city council meetings March
- TAC Planning committee recommendation March 8
- Regular updates to TAB and TAC throughout 2017 with content and highlighting changes

# Next Steps - Timeline

December 22, 2017	Technical chapters posted for review
March 8, 2018	Technical Advisory Committee-Planning recommendation to release for public comment
April 2018	Technical Advisory Committee (TAC) and Transportation Advisory Board recommendation (TAB)
May 2018	Incorporate Corridors of Commerce and legislative session results and any new investments
June 2018	Information items on additional changes at TAB and TAC
June 2018	Transportation Committee and Council recommend release for public comment
July 2018 – mid August	Public review and comment period; Public hearing
August - September	Public comment report and incorporate revisions
September 2018	Information item at Council and Transportation Advisory Board on public comment and changes
October 2018	Final <i>2040 TPP Update</i> to Transportation Committee and Council for adoption

# Additional discussion

Thank you!