

2040 Transportation Policy Plan Update Highway, Freight, Aviation Modal Chapters

Transportation Advisory Board 03/18/2020



Modal Chapters Overview of Changes

- Chapter 5: Highway Investment Direction and Plan
- Chapter 8: Freight Investment Direction
- Chapter 9: Aviation Investment Direction and Plan

Chapter 5 Highways

Highways Investment Direction

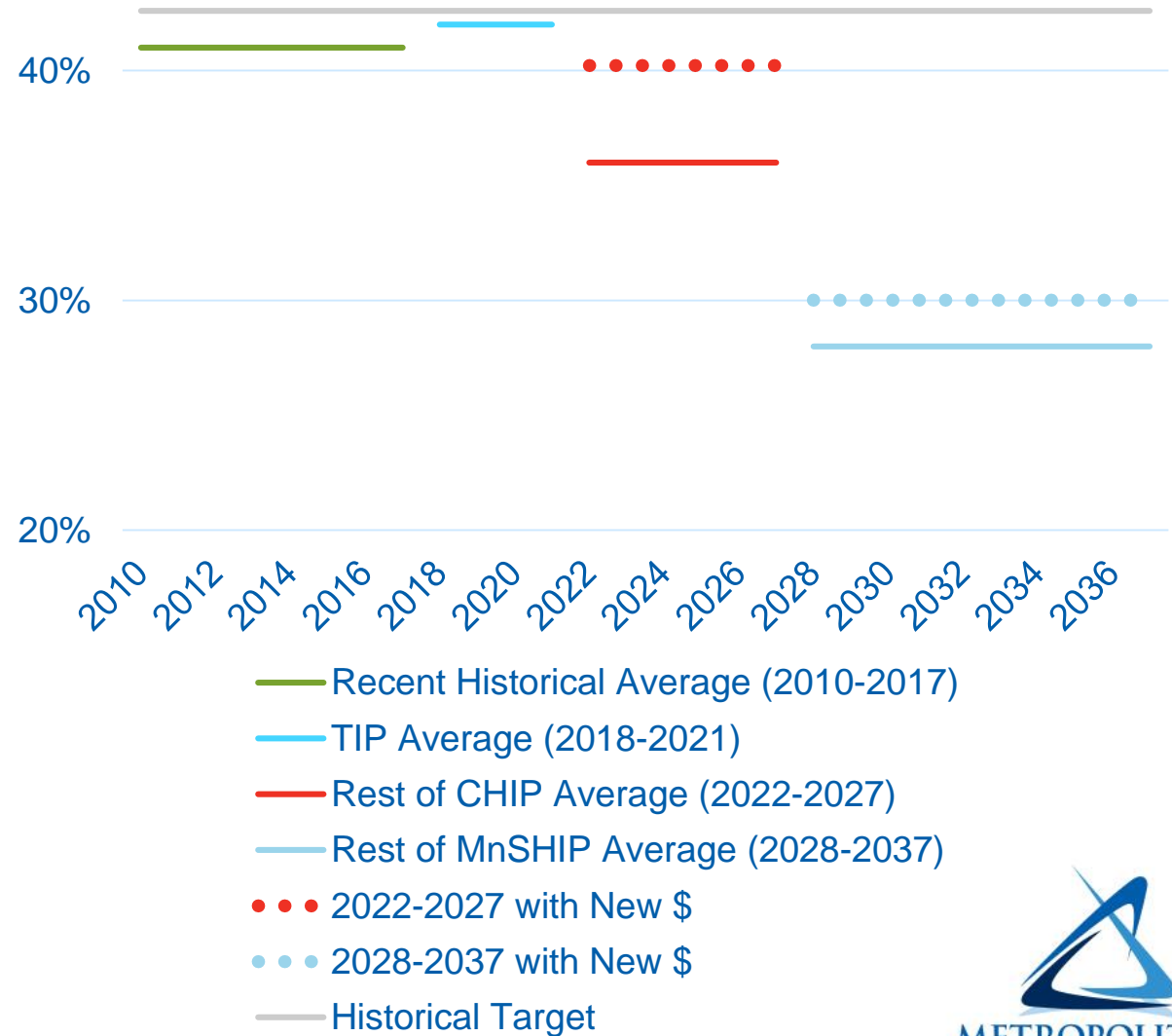
- Operate, maintain & rebuild the existing system – catalyst to address other needs (safety, mobility, freight, bike, pedestrian, etc.)
- Mitigate congestion
 - Traffic management technologies
 - Spot mobility improvements
 - MnPASS
 - Strategic capacity enhancements
- Consider lower cost/higher return projects that address most of the problems for a fraction of the cost of high-cost projects that try to eliminate all problems
- Focus on today's problems, utilize existing infrastructure and ROW
- Coordinate regional and local projects

Highways Investment Prioritization Factors

- Safety and security
- Operate, maintain and rebuild
- Improve critical system connectivity
- Improve travel time reliability and provide options in congested corridors
- Support growth and local comprehensive plans
- Regional balance of investments

Metro Share of MnDOT Investment

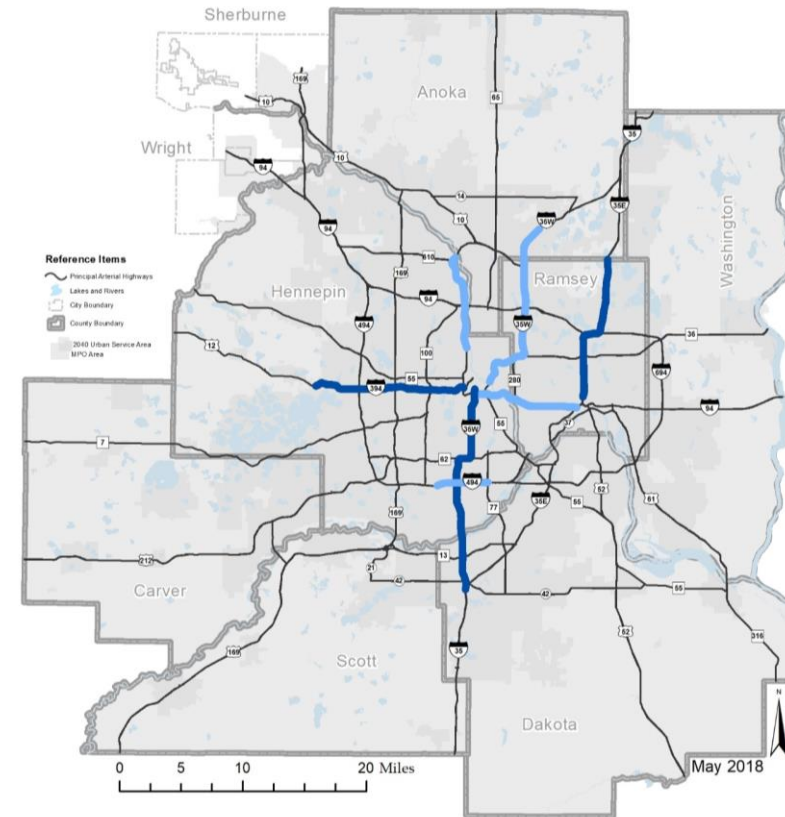
- Historically: 41-43%
- Recently: 41%
- “TIP”: 42%
- “CHIP”: 40%
- Post “CHIP”: 30%



* From 2018 TPP Update

Current Revenue Scenario Highways Investments

- I-94 Minneapolis to St. Paul MnPASS (ReThinking I-94)
- I-35W North Gateway MnPASS
- MN 252/I-94 freeway conversion and MnPASS
- I-494 MnPASS
- Spot mobility, strategic capacity (not shown)

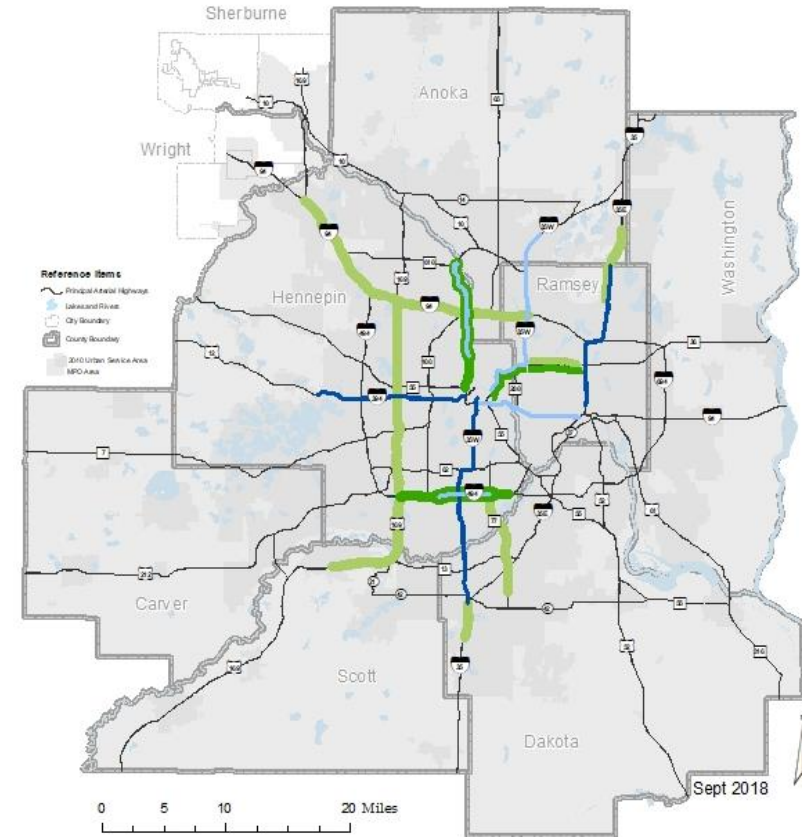


MnPASS

- Existing / Under Construction
- Tier 1 Current Revenue Scenario

Increased Revenue Scenario Highways Investments

- Operations and maintenance
- Rebuild and replace
- Safety
- Regional mobility
 - Traffic management technologies
 - MnPASS
 - Principal Arterial Interchange Conversion Study
 - Freeway System Interchange Study
- Multimodal



Highways – Expected Changes

- ✓ Projects from 2018 Regional Solicitation, Counties, etc.
- ✓ Future to past tense, removed constructed projects, etc.
- ✓ Congestion free -> less congested, more reliable
- ✓ Freeway System Interchange Study results
 - ✓ < \$10m & < 4-year return period in Current Revenue Scenario
 - ✓ Remaining in Increased Revenue Scenario
- ✓ Pavement and safety, measures and targets
- ✓ Regional significant definition added
 - *Population and VMT estimates/forecasts*
 - *Nearly all maps*

Highways – Work Program Items

- Congestion Management Process Plan
- Highways Performance Measures and Funding Decisions
- Assessment of Regional Congestion Mitigation Philosophy (new)
- Regional Solicitation Projects Before and After Analysis
- Connected and Autonomous Vehicles
- Electric Vehicles Planning Study

Questions?

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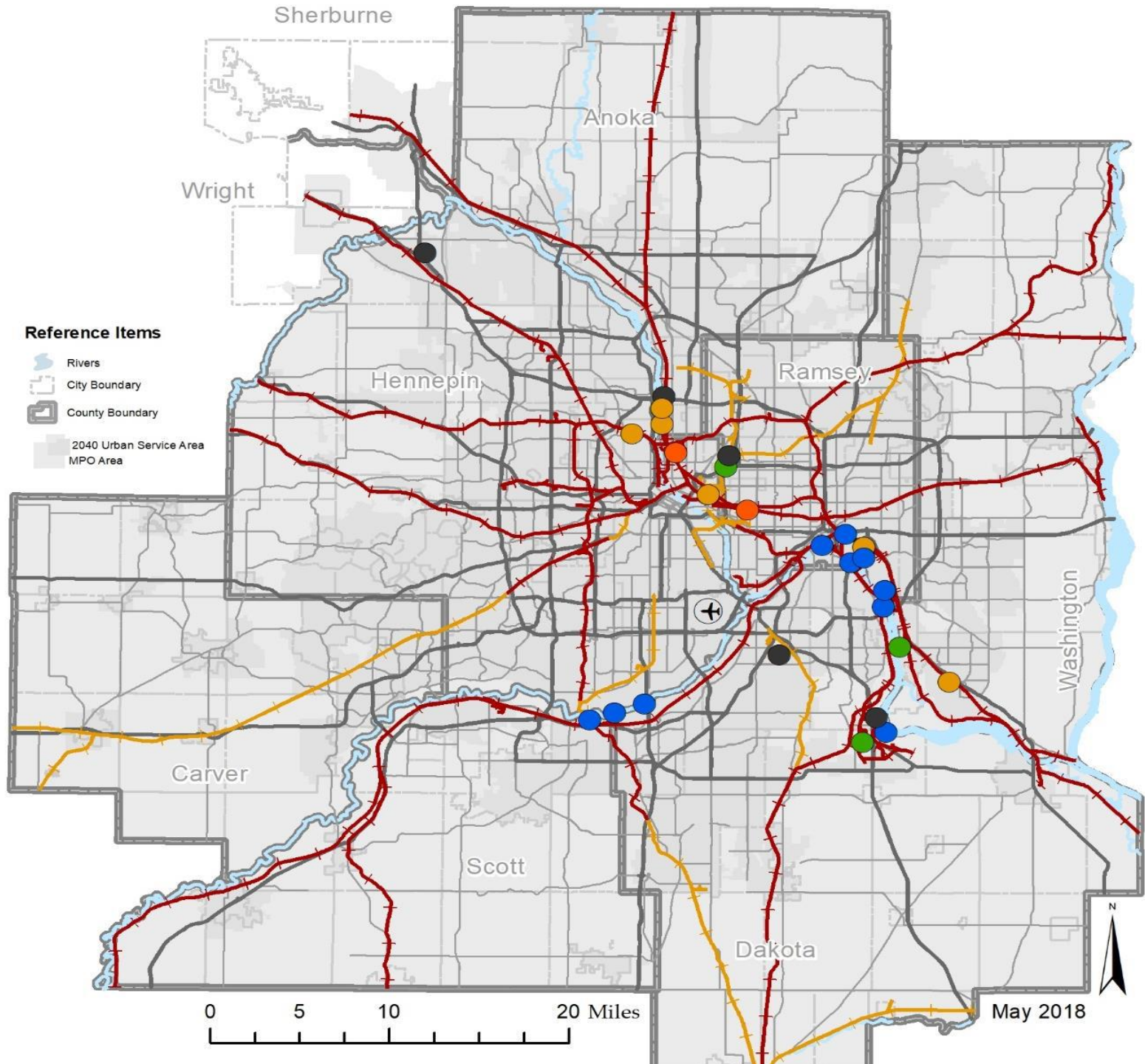
Chapter 8 Freight

Existing Freight System

Multimodal metropolitan freight system includes five modes:

- **Trucks on highways:** long-haul, through trucks; direct service to riverport and rail terminals, warehouse distribution centers, and manufacturing plants; local deliveries to homes/businesses.
- **Railroads:** regional connections serving national markets; make international trade possible via East and West Coast ports.
- **River Barges:** water transportation via Mississippi River System; low-cost option for moving bulk freight; provides for some international trade via Port of New Orleans.
- **Air Freight:** shipments of light weight, high-value, and time-sensitive products to national & international markets.
- **Pipelines:** vital mode for shipping valuable fuels with minimal impacts to surface transportation.

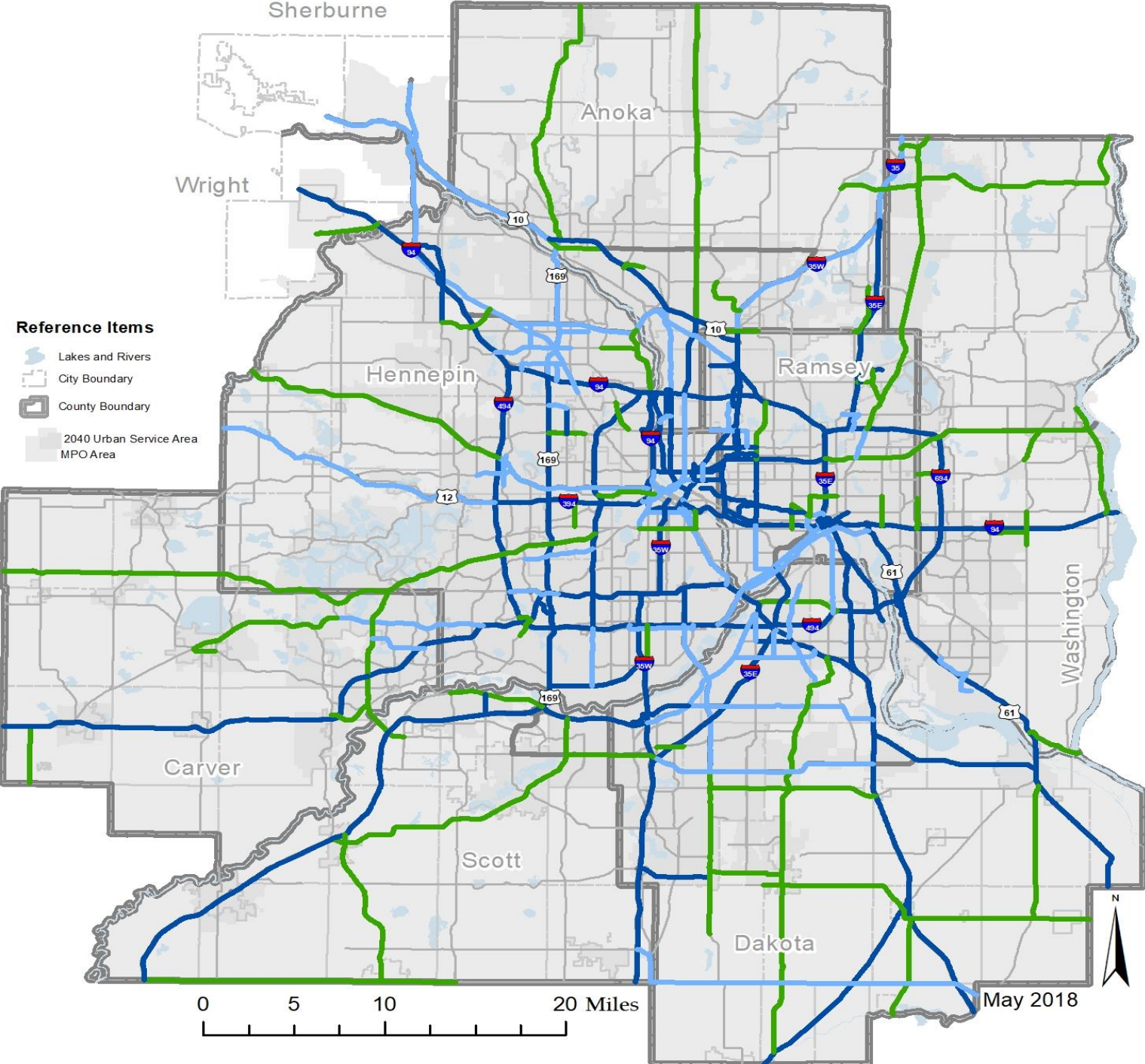
Metropolitan Freight System



Freight Policy/Investment Direction

- Regional Truck Freight Corridors
 - Prioritized segments of Principal and Minor Arterials
 - Based on truck usage and land use factors
 - Heavy commercial truck volumes
 - Truck % of total traffic
 - Proximity to freight clusters
 - Proximity to regional freight terminals
 - Designated as regional priorities
 - Incorporated into Regional Solicitation
 - Used in MnDOT-administered Federal Highway Freight Program

Regional Truck Freight Corridors



Corridor Tiers

- Tier 1
- Tier 2
- Tier 3

May 2018

Freight – Expected Changes

- Adding text on development of process to update Regional Truck Freight Corridors
 - Intention to develop process to apply new data that relate to study analysis factors
 - Will update study analysis tool to allow for local data refinements
 - Process to be in place for 2022 Regional Solicitation
- Adding text about new Industrial Land Atlas Mapping Tool
 - Will make Industrial-Manufacturing Land Inventory database available to public

Freight – Work Program Items

- Industrial Land Atlas Mapping Tool
 - On-line, interactive mapping tool
 - Identifies/prioritizes industrial sites for development
 - Assists cities in identifying where land may be preserved for industrial uses
- Regional Truck Data Collection Framework
 - Purpose to determine best methods and process for collecting truck data on Regional Truck Freight Corridors
 - Work to include
 - Review/coordinate with MnDOT & County highway departments on existing and planned truck data collection
 - Review best practices from peer state DOTs and regional MPOs
 - Develop process to collect, report & maintain truck data

Questions?

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Chapter 9 Aviation

Aviation Policy Direction

- The Regional Aviation System Plan is contained within the TPP.
- The Aviation chapter and appendices discuss regional aviation issues as well as provide land use guidance for cities near airports.
- The Aviation chapter also documents regional airport data and how the federal, state and regional aviation policies interact.

Current Aviation Policies in the TPP

- Maintain and ensure the Regional Aviation System is protected.
- Continue to provide support for the Aviation system and analyze how it connects to the Regional Economy.
- Plan for Air and Surface Access to the region's airports.
- Schedule Airport Development Plans (Airport Comprehensive Plans).
- Protecting Airspace and Operational Safety and ensuring Environmental Compatibility

Aviation – Expected Changes

- Very few changes in the Aviation Chapter and Appendices
- MSP Long Term Comprehensive Plan (LTCP) is scheduled to be completed by the end of 2020.
- Minimal changes to the planned projects at other regional airports.
- Potential administrative amendments in 2021 for:
 - Crystal Airport Project
 - Airlake Airport Runway Extension
 - MSP LTCP Projects

Questions?

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