

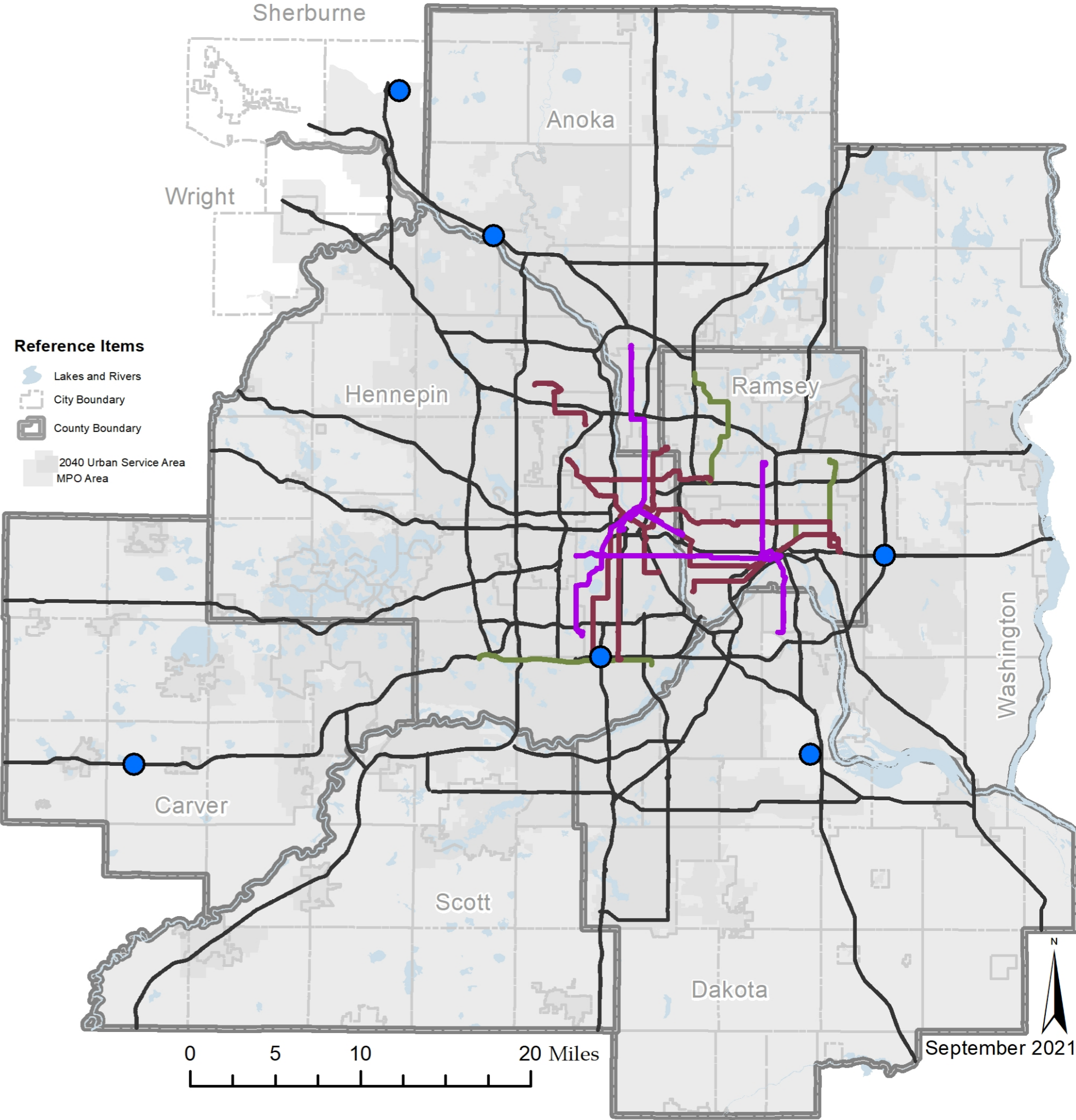
2040 Transportation Policy Plan, Amendment #1: Arterial Bus Rapid Transit Projects and Freight Projects

TAB

November 17, 2021

Recommended Motion

Recommend that the Metropolitan Council release the draft amendment to the 2040 Transportation Policy Plan for public review and comment to revise the arterial bus rapid transit network and add six freight projects



- Minnesota Highway Freight Program Projects (6)
- ~ Transitways Added or Updated in the Current Revenue Scenario
- ~ Transitways Added or Updated in the Increased Revenue Scenario
- ~ Transitways removed from the 2040 TPP

- Reference Items**
- ~ Principal Arterial Highways
 - ~ Lakes and Rivers
 - City Boundary
 - County Boundary
 - 2040 Urban Service Area MPO Area

Transitway Projects

Staff recommends adding the transitway projects to the fiscally constrained Transportation Policy Plan as the following criteria are met:

- ✓ The proposed improvement meets the definition of a transitway listed in the Transportation Policy Plan or documents referenced within it
- ✓ A mode and alignment are identified by a local sponsoring agency and the process for selection is documented, including public involvement summaries
- ✓ Documentation is submitted showing how the project can be built with revenues in the fiscally constrained plan (or reasonable proposed additional revenues)

Arterial Bus Rapid Transit Funding Updates

- 2020 and 2021 Legislature appropriated \$55 M and \$57.5 M for BRT, respectively
- B Line
 - \$14 M from Regional Solicitation grants
 - \$16.1 M from Metro Transit federal and regional transit capital
 - \$35 M from State Bonds (existing)
- E Line
 - \$13 M from Regional Solicitation grants
 - \$6.3 M from Metro Transit federal and regional transit capital
 - \$40.7 M from State Bonds (existing)
- F Line
 - \$25 M from Regional Solicitation grant (2020)
 - \$0.3 M from regional transit capital
 - \$54.5 M from State Bonds (existing and future)
- G Line
 - \$25 M from future Regional Solicitation grant (2022)
 - \$6.4 M from Metro Transit federal and regional transit capital
 - \$52.2 M from State Bonds (future)

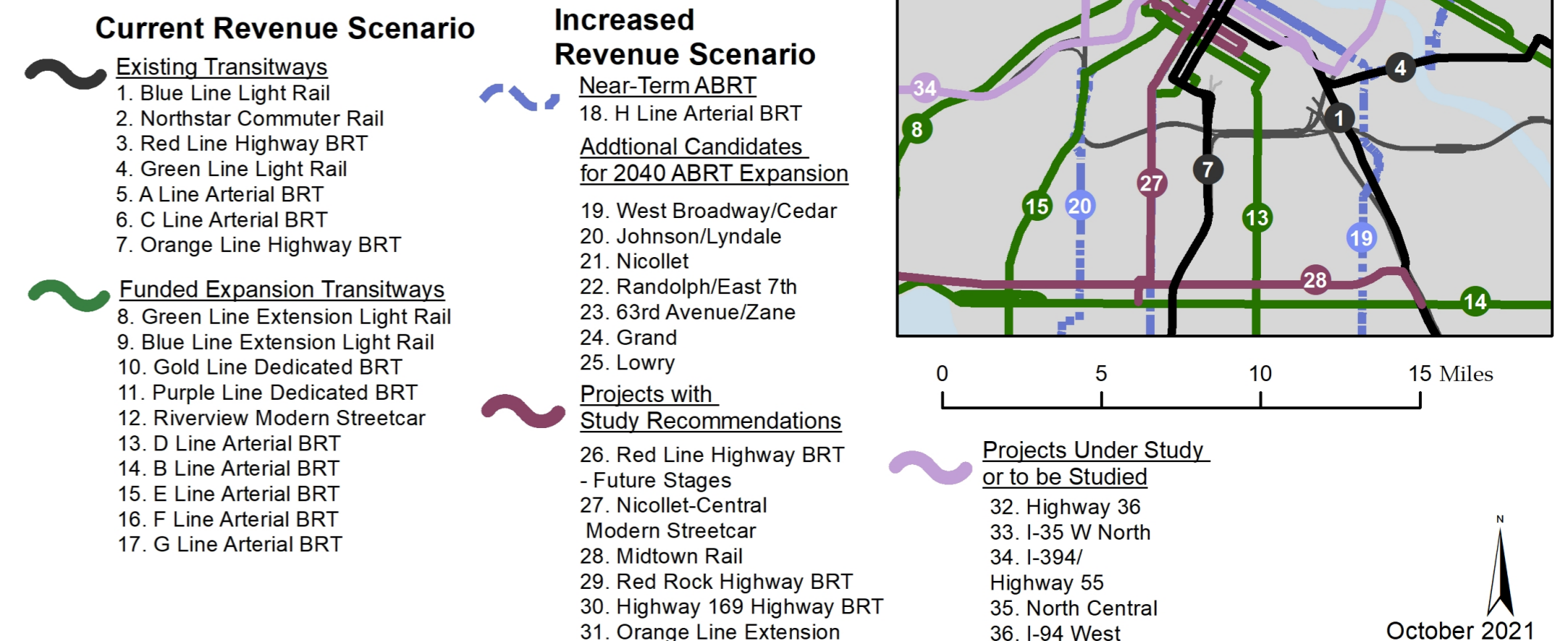
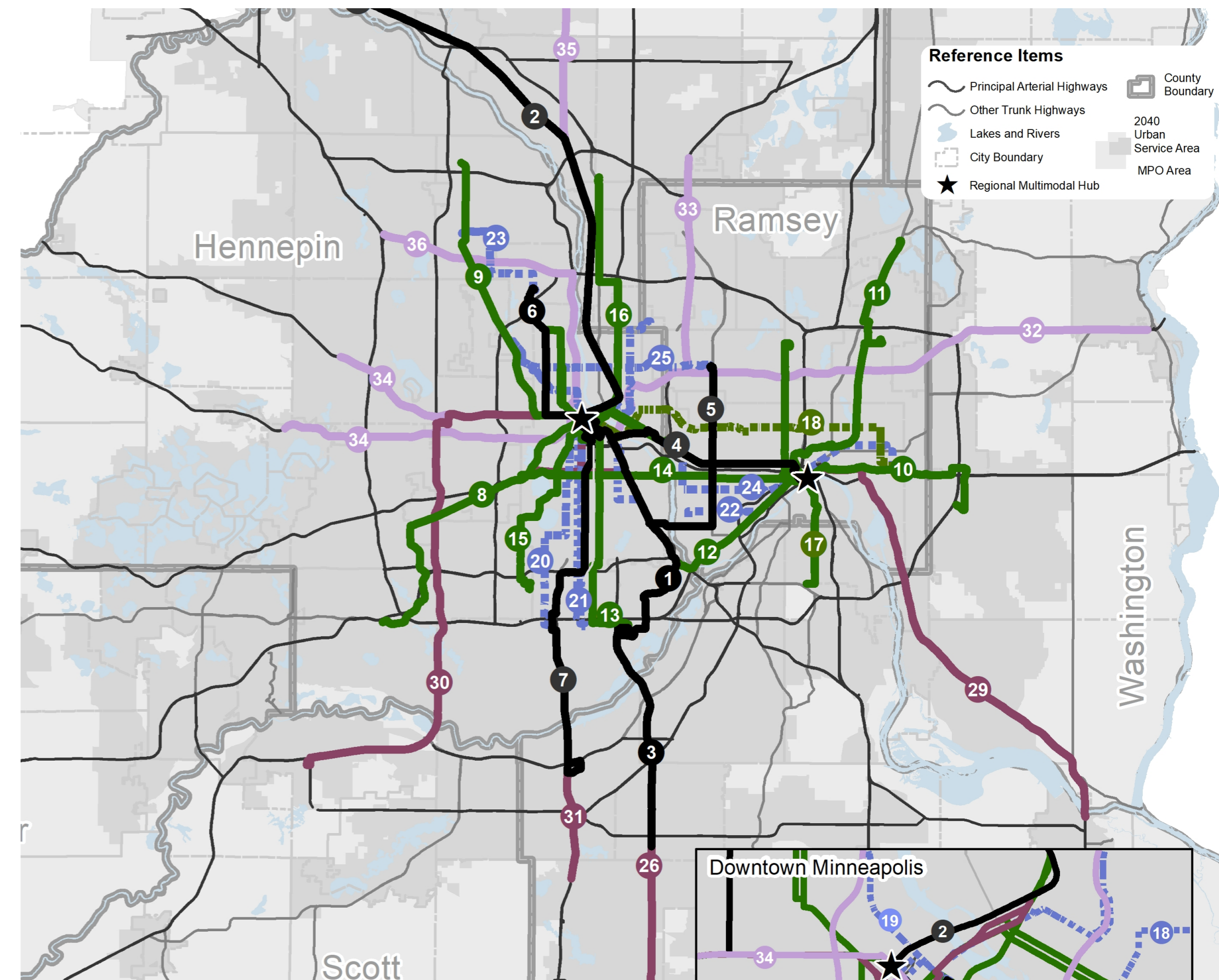
Arterial Bus Rapid Transit Changes

Corridor Updates:

- B Line (Lake/Marshall/Selby) extended to downtown Saint Paul and in Current Revenue Scenario
- E Line (Hennepin /France) in Current Revenue Scenario

Network Next Updates:

- F (Central Ave) and G (Rice/Robert) lines in Current Revenue Scenario
- H Line (Como/Maryland) in Increased Revenue Scenario
- Seven additional lines added or updated in Increased Revenue Scenario
- Three lines removed from TPP



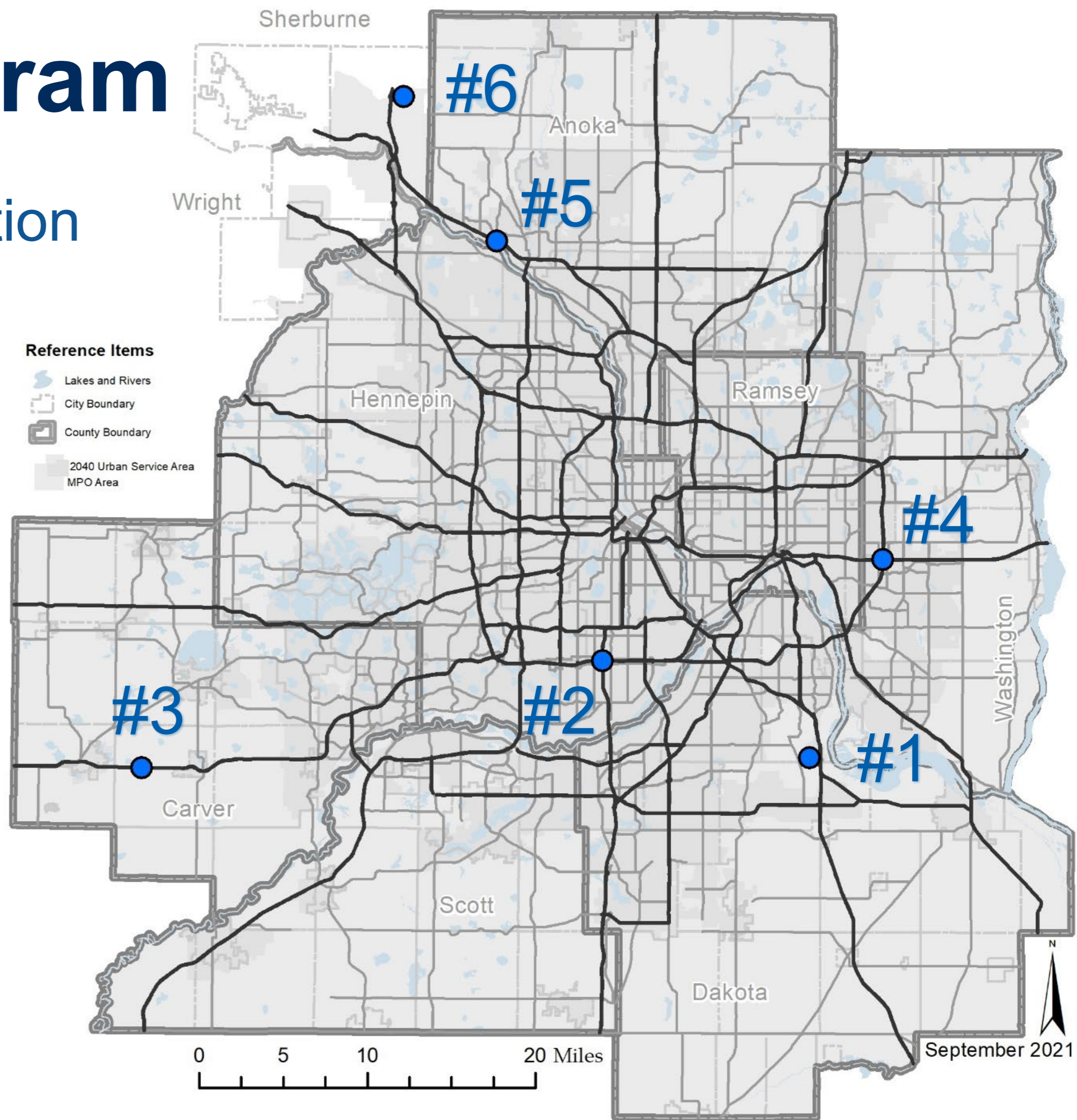
Highway Freight Projects

Staff recommends adding the highway freight projects to the fiscally constrained Transportation Policy Plan as the following criteria are met:

- ✓ The proposal is consistent with the goals, objectives and strategies of the region's 2040 Transportation Policy Plan
- ✓ Documentation is submitted showing how the project can be built with revenues in the fiscally constrained plan (or reasonable proposed additional revenues)
- ✓ Air Quality Conformity is maintained
- ✓ Public Involvement is conducted (upcoming)

MN Highway Freight Program

- 1. 117th Ave Reconstruction and Modernization (City of Inver Grove Heights)
- 2. I-35W/I-494 Interchange Improvements (City of Bloomington)
- 3. Highway 212 Rural Freight Safety (Carver County)
- 4. I-94 Eastbound Lane Improvement (MnDOT, Woodbury/Oakdale)
- 5. Highway 10/169 Ramsey Gateway (City of Ramsey, Anoka County)
- 6. Sherburne County 33 Reconstruction (City of Elk River, Sherburne County)



- Minnesota Highway Freight Program Projects (6)
- ~ Principal Arterial Road
- ~ A-Minor Arterial

MPO Involvement in Freight Projects

- MPO representation on the Statewide Freight Investment Committee.
- Project submittals required MPO letters of support.
- Review period for MPOs after the project application deadline.
- Interchange projects in the metro were required to go through the TPP's Appendix F, Preliminary Interchange Approval Process.
- Metro projects were required to be a Tier 1, 2, or 3 corridor in the Metropolitan Council's Truck Highway Corridor Study in order to apply.
- The MPO and MnDOT worked in cooperation to identify Urban and Rural Critical Freight Corridors in the project areas and were subsequently approved by the Federal Highway Administration (FHWA).

TPP Amendment 1 Schedule

Schedule	Date
TAC Planning Review and Recommend Draft for public comment	10/14/21
TAC Review and Recommend Draft for public comment	11/3/21
TAB Review and Recommend Draft for public comment	11/17/21
Transportation Committee Recommend Draft for public comment	11/22/21
Council Approve Draft for public comment	12/8/21
Public Comment Period on Amendment begins	12/9/21
Public Hearing	Week of 1/10/22
Public Comment Closes	1/24/22
TAB Public Comment Report	2/16/22
Transportation Committee Public Comment Report and Recommendation	2/28/22
Council Approve	3/9/22

More information

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