

*TRANSPORTATION ADVISORY BOARD
Of the Metropolitan Council*

Notice of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, July 5, 2017
Metropolitan Council
9:00 A.M.

AGENDA

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of June 7, 2017 Minutes**
4. **TAB Report**
5. **Committee Reports**
 - **Executive Committee** (Steve Albrecht, Chair)
 - **Planning Committee** (Lisa Freese, Chair)
 - **Funding and Programming Committee** (Tim Mayasich, Chair)
6. **Special Agenda Items**
 - **TMA Certification Review** (Andrew Emanuele, FHWA)
 - **Regional Solicitation Criteria Weighting Working Group Updates** (Joe Barbeau, MTS)
 - **TPP Update: Transit Chapter** (Cole Hiniker, MTS)
7. **Agency Reports**
8. **Other Business**
9. **Adjournment**

Click [here](#) to print all agenda items at once.

Streamlined Amendments going to TAB this month. Contact Joe Barbeau with questions at 651-602-1705.

MnDOT Rail Crossing, South St. Paul

*Transportation Advisory Board
Of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, June 7, 2017
9:00 A.M.**

Members Present: Doug Fischer, John Sass, Carla Stueve, Joe Lux, Lisa Freese, Jan Lucke, Steve Bot, Steve Peterson, Michael Larson, Adam Harrington, Molly McCartney, Innocent Eyoh, Neil Ralston, Andrew Emanuele, Dave Jacobson, Danny McCullough, Jean Keely, Steve Albrecht, Paul Oehme, Michael Thompson, Kim Lindquist, Jim Kosluchar, Jen Hager, Jack Byers, Bill Dermody, Paul Kurtz (Excused: Elaine Koutsoukos, Peter Dahlberg, Karl Keel)

1. Call to Order

The meeting was called to order by Steve Albrecht at 9:01 a.m.

2. Approval of Agenda

A motion to approve the agenda was moved by Dave Jacobson and seconded by Paul Oehme. No discussion. Motion passed.

3. Approval of Minutes

A motion to approve the minutes was moved by Dave Jacobson and seconded by Steve Peterson. No discussion. Motion passed.

4. TAB Report

Steve Albrecht reported on the May 17, 2017 TAB meeting.

PUBLIC FORUM

Andrew Emanuele, FHWA, invited TAB members to attend the Congestion Management Process Peer Exchange on May 23 and 24 hosted by FHWA.

REPORTS

TAB Chair's Report: Chair Hovland appointed Peter Dugan as TAB Liaison to the Metropolitan Council's Transportation Committee.

Agency Reports (MnDOT, MPCA, MAC and Metropolitan Council)

MnDOT: Scott McBride reported that this is the last week of the legislature and they are waiting for the outcome of the transportation bill.

MPCA: David Thornton reported that because the Twin Cities metro area will no longer be a maintenance area, having reached attainment status, CMAQ funding will likely drop from the current \$30 million received. Thornton will report back in a couple months. The MPCA is still waiting for authorization from the MN Legislature on the \$47 million settlement from Volkswagon.

MAC: Carl Crimmins reported the MSP received three more awards.

Metropolitan Council: Steve Elkins reported that public hearings on the proposal to raise transit fares have begun. There will be four public hearings. The public comment period is open through June 26.

Bylaws Task Force Report: Mary Hamann-Roland reported that the Bylaws Task Force is continuing dialogue on possible changes in language regarding citizen member representatives, Roberts Rules of Order and quorum, and composition of the TAB Executive Committee.

ACTION ITEMS

1. 2017-11: Approved Streamlined TIP Amendment for the MN 149, High Bridge in St. Paul requested by MnDOT.
2. 2017-12: Approved Streamlined TIP Amendment for the MN 169, MN 169 Pavement Rehabilitation Project in Brooklyn Park requested by MnDOT.

INFORMATION ITEMS

1. 2016 Regional Solicitation Survey Results
2. 2040 Transportation Policy Plan Update
3. Transportation System Performance Evaluation
4. Minnesota State Highway Investment Plan, presented by MnDOT

Committee Reports

A. Executive Committee (Steve Albrecht, Chair)

The Executive Committee did not meet today.

B. Planning Committee (Lisa Freese, Chair)

No report.

C. Funding and Programming Committee (Tim Mayasich, Chair)

2017-16 Draft 2018-2021 TIP for Public Comment. Paul Oehme introduced the item. Joe Barbeau, Mary Gustafson, and Molly McCartney presented on the agency components of the TIP. Innocent Eyoh noted that the MPCA included a letter in the TIP indicating the compliance of the TIP with air quality regulations. Paul Oehme moved, Jan Lucke seconded the recommended motion. Motion passes.

6. Special Agenda Items

Legislative Update. (Lesley Kandaras, Metropolitan Council) Lesley Kandaras provided an overview of the outcomes of the 2017 Legislative session. There were no questions.

TED Program Changes and Update. (Philip Schaffner, MnDOT) Philip Schaffner provided an overview and update to the TED program, including new application and scoring changes. Joe Lux asked what the split is between metro and the outstate. Philip Schaffner responded that about two-thirds of the number of projects are located in the outstate, but two-thirds of the money is located in the metro.

However this is dependent on the number and types of applications submitted. Michael Thompson asked how to indicate a private contribution to a project is committed. Philip Schaffner said that at least a letter of support indicating the financial commitment should be provided with the application. Doug Fischer asked which program (TED or TEDI) would be applicable to a TH grade separation. Philip Schaffner responded that an applicant could apply to both. Adam Harrington asked about how this relates to potential new employers, such as Amazon, who build employment centers first and then ask for transportation improvements later. Philip Schaffner said that the number of jobs accessed is a scoring criteria, and the application also asks who is likely to benefit from those jobs. These are qualitative scoring areas to evaluate if a project has taken this issue into consideration. Adam Harrington recommended that transit operators be included in these conversations.

Regional Solicitation Survey Results/Top 20. (Steve Peterson and Joe Barbeau, MTS) Steve Peterson and Joe Barbeau presented on issues that will be discussed before the next regional solicitation is finalized. Doug Fischer asked if the connector criteria could be modified so that those projects score better. Steve Peterson said that connectors can only apply for reconstruction money, and none of the other categories. Adam Harrington suggested that the transit working group should consider the issue of geographic balance; attaining geographic balance in transit project involves comparing apples and oranges. Doug Fischer suggested agency application awards to achieve geographic balance, not just geographic boundaries. Bill Dermody added that geographic balance should not be used to pick bad projects for funding.

Michael Thompson raised the issue of equity scoring in the Heywood II project. Doug Fischer said that equity has been bastardized because points are awarded just for having a project in an ACP50 area. Jack Byers suggested that training be provided to TAC on this subject, and Jan Lucke added that TAB should be involved too.

TPP Update: Transportation System Performance Evaluation. (Russ Owen, MTS) Russ Owen presented the TSPE which must be completed before each TPP update. Doug Fischer asked about the source of the pavement condition slide. Tony Fischer responded that the data came from MnDOT's system.

Public Participation Plan. (Mai Thor, Metropolitan Council) Mai Thor presented some changes that have been made to the PPP. There were no questions.

7. Agency Reports

Neil Ralston said that the Crystal airport LTCP has been completed and sent to the Council for review. It will be at the July TAC-Planning meeting.

8. Other Business and Adjournment

There being no other business, the meeting adjourned at 11:01am.

Prepared by:

Katie White



Highway 61
North Shore of Lake Superior

U.S. Department of Transportation (FHWA/FTA)

The Metropolitan Council

2016 TMA Certification Review

TAC Presentation - 7/5/17



Background

U. S. Department of Transportation (FHWA/FTA)

- Every four years, FHWA and FTA jointly review the Planning Process for MPOs with over 200,000 in population.
- Review Consists of:
 - Three Month Desk Review
 - Onsite Visit with a Public Meeting
 - Final Report



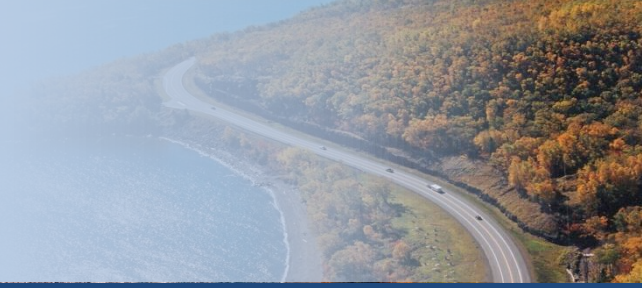
Findings

U. S. Department of Transportation (FHWA/FTA)

- **Commendation:** A Noteworthy Practice
- **Recommendation:** Regulatory Compliance Could be Improved
- **Corrective Action:** Failure to Meet Federal Requirements



Results



U. S. Department of Transportation (FHWA/FTA)

- Commendations: 4
- Recommendations: 14
- Corrective Actions: 0



Certification

U. S. Department of Transportation (FHWA/FTA)

- The Met Council's Transportation Planning Process was Certified
- Final Report completed 3/20/17
- Report Filed with U.S. D.O.T. in Washington, D.C.



Commendations

U. S. Department of Transportation (FHWA/FTA)

- APTA Award – Outstanding Public Transportation System 2016
- 2016 US DOT Ladders of Opportunity Every Place Counts Design Challenge (I-94)



Commendations

U. S. Department of Transportation (FHWA/FTA)

- MnDOT's State Safety Engineer on Reviewing Committee for Metro HSIP Projects
- TIP – The Use of Equity as a Project Selection Criteria



Recommendations

U. S. Department of Transportation (FHWA/FTA)

- TPP:
 - Collaboratively Develop Performance Metrics/Targets
 - Integrate Scenario Planning
 - Improve Procedures and Transparency of Rating/Selecting Capital Projects
 - Include Non-Expansion Regionally Significant Projects
 - Analyze Plan Impacts on Disadvantaged Communities (Benefits & Burdens)
- Projects in First Two Years of TIP Need Committed Federal Funding
- Determine Level of Performance/Investment Need for Regional Solicitation
- Update and Improve MOU
- Improve Environmental Coordination
- Explore More Detailed Corridor Planning Studies that Look at Lower-Cost Alternatives



Unified Planning Work Program (UPWP)

U. S. Department of Transportation (FHWA/FTA)

- **Elevate and Recognize the UPWP as a Critical Planning Document by:**
 - Clarifying the Context of UPWP Studies
 - Specifying Work Task Relation to TPP Goals
 - Discussing the Project Ranking Process
 - Further Breaking Down Funding and Staff Time
 - Making the UPWP Available for Public Review Beyond TAC/TAB Meetings



Public Participation Plan (PPP)

U. S. Department of Transportation (FHWA/FTA)

- **Update and Enhance the PPP by:**
 - Discussing Stakeholder Engagement Methods
 - Adding Greater Visualization
 - Demonstrating a Clear Process for Public Comment Consideration
 - Documenting a Process for Evaluating the PPP's Overall Effectiveness



Congestion Management Process (CMP)

U. S. Department of Transportation (FHWA/FTA)

- **Improve to Fully Comply with 23 CFR 450.322
by:**

- Analyzing non-freeway principal and minor arterial roadways
- Including SMART regional objectives
 - (Specific, Measurable, Agreed Upon, Realistic, Time-Bound)
- Incorporating greater public transparency of CMP Implementation
- Documenting Steps Taken to Consider Potential CMP Strategies
- Evaluating Previously Implemented Strategies
- Integrating the CMP into the Project Selection Process
- Evaluating Benefits/Costs in Relation to Congestion Mitigation
- Defining Operation Problems and Expected Solutions/Benefits



Next Steps

U. S. Department of Transportation (FHWA/FTA)

- Action Plan – Within Two Months of Final Report
 - Tasks
 - Responsible Parties
 - Timelines
- Quarterly Reporting
- Technical Assistance



Questions?

U. S. Department of Transportation (FHWA/FTA)



Andrew Emanuele

Community Planner
U.S. Department of Transportation
Federal Highway Administration – MN
380 Jackson Street, Suite 500
St. Paul, Minnesota 55101
andrew.emanuele@dot.gov

Reggie Arkell

Community Planner
U.S. Department of Transportation
Federal Transit Administration – Region 5
200 West Adams Street, Suite 320
Chicago, Illinois 60606
reginald.arkell@dot.gov

Information Item

DATE: June 21, 2017
TO: Transportation Advisory Board (TAB)
PREPARED BY: Katie White, Senior Planner (651-602-1716)
SUBJECT: Relationship between *Thrive MSP 2040*, the *2040 Transportation Policy Plan*, and the Regional Solicitation

The Regional Solicitation provides one of many funding sources for transportation investments across the Twin Cities metropolitan area. Scoring criteria for Regional Solicitation dollars were overhauled in 2014 to reflect new federal guidance and regional priorities. These regional priorities are defined through *Thrive MSP 2040*, the regional development framework for the metropolitan area. The region's long-range transportation plan, the *2040 Transportation Policy Plan (TPP)*, was developed to meet federal requirements but also reflect the regional goals established in *Thrive*. It is useful to understand the intent behind both *Thrive* and the *TPP* to ensure that all projects funded through the Regional Solicitation meet these shared goals.

Thrive MSP 2040

Thrive was restructured in 2014 to orient the region around five desired outcomes. These five outcomes define the shared regional vision. Plans, policies, and projects that balance and optimize all five of these outcomes lead to positive change, while efforts that advance only one or two outcomes at the expense of the others may fall short over the long term. Policymakers make difficult decisions at the intersections of these five outcomes, weighing the benefits and costs of their options against these five outcomes. Focusing on outcomes allows for flexibility in implementation – for both the Council's systems and policy plans and local comprehensive plans – while prioritizing a shared strategic vision. These outcomes include:

Stewardship advances the Council's longstanding mission of orderly and economical development by responsibly managing the region's natural and financial resources, and making strategic investments in our region's future.

Prosperity is fostered by investments in infrastructure and amenities that create regional economic competitiveness, thereby attracting and retaining successful businesses, a talented workforce, and, consequently, wealth.

Equity connects all residents to opportunity and creates viable housing, transportation, and recreation options for people of all races, ethnicities, incomes, and abilities so that all communities share the opportunities and challenges of growth and change.

Livability focuses on the quality of our residents' lives and experiences in our region, and how places and infrastructure create and enhance the quality of life that makes our region a great place to live.

Sustainability means protecting our regional vitality for generations to come by preserving our capacity to maintain and support our region's well-being and productivity over the long-term.

2040 Transportation Policy Plan

While there are many national goals for the transportation system, including the implementation of a performance-based planning approach to investments, federal legislation requires metropolitan areas to set their own goals. Projects funded through the Regional Solicitation do not need to be specifically named in the *TPP* because they must prove consistency with regional policies to pass the qualifying review step of the Regional Solicitation process. In addition, the goals of the *TPP* are reflected in the scoring measures used to select projects. As written in the *TPP*, these goals include:

Transportation System Stewardship. Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.

Safety and Security. The regional transportation system is safe and secure for all users.

Access to Destinations. People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Competitive Economy. The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

Healthy Environment. The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Leveraging Transportation Investments to Guide Land Use. The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity and sustainability.

Roadway Expansion Projects

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Measures
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> – Prosperity – Livability 	<ul style="list-style-type: none"> – Access to Destinations – Competitive Economy – Align Transportation and Land Use 	<ul style="list-style-type: none"> – Average distance to nearest parallel roadways – Connection to Total Jobs and Manufacturing/Distribution Jobs – Current daily heavy commercial traffic – Freight Project elements
Usage	<ul style="list-style-type: none"> – Livability – Prosperity 	<ul style="list-style-type: none"> – Access to Destinations – Competitive Economy 	<ul style="list-style-type: none"> – Current daily person throughput – Forecast 2040 average daily traffic volume
Equity and Housing Performance	<ul style="list-style-type: none"> – Equity – Livability 	<ul style="list-style-type: none"> – Access to Destinations – Align Transportation and Land Use 	<ul style="list-style-type: none"> – Connection to disadvantaged populations and project’s benefits, impacts, and mitigation – Housing Performance Score
Infrastructure Age	<ul style="list-style-type: none"> – Stewardship – Livability – Sustainability 	<ul style="list-style-type: none"> – Transportation System Stewardship 	<ul style="list-style-type: none"> – Date of construction
Congestion Reduction/Air Quality	<ul style="list-style-type: none"> – Prosperity – Livability 	<ul style="list-style-type: none"> – Access to Destinations – Healthy Environment – Competitive Economy 	<ul style="list-style-type: none"> – Vehicle delay reduced – Kg of emissions reduced
Safety	<ul style="list-style-type: none"> – Livability – Sustainability 	<ul style="list-style-type: none"> – Safety and Security – Stewardship 	<ul style="list-style-type: none"> – Crashes reduced
Multimodal Facilities and Existing Connections	<ul style="list-style-type: none"> – Prosperity – Equity – Livability – Sustainability 	<ul style="list-style-type: none"> – Access to Destinations – Transportation and Land Use – Healthy Environment – Competitive Economy 	<ul style="list-style-type: none"> – Transit, bicycle, or pedestrian project elements and connections
Risk Assessment	<ul style="list-style-type: none"> – Stewardship 	<ul style="list-style-type: none"> – Transportation System Stewardship 	<ul style="list-style-type: none"> – Risk Assessment Form
Cost Effectiveness	<ul style="list-style-type: none"> – Stewardship 	<ul style="list-style-type: none"> – Transportation System Stewardship 	<ul style="list-style-type: none"> – Cost effectiveness (total project cost/total points awarded)

Reconstruction/Modernization Projects

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Measures
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> - Prosperity - Livability 	<ul style="list-style-type: none"> - Access to Destinations - Competitive Economy - Align Transportation and Land Use 	<ul style="list-style-type: none"> - Average distance to nearest parallel roadways - Connection to Total Jobs and Manufacturing/Distribution Jobs - Current daily heavy commercial traffic - Freight project elements
Usage	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Competitive Economy 	<ul style="list-style-type: none"> - Current daily person throughput - Forecast 2040 average daily traffic volume
Equity and Housing Performance	<ul style="list-style-type: none"> - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations 	<ul style="list-style-type: none"> - Connection to disadvantaged populations and project's benefits - Housing Performance Score
Infrastructure Age/Condition	<ul style="list-style-type: none"> - Stewardship - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation System Stewardship 	<ul style="list-style-type: none"> - Date of construction - Geometric, structural, or infrastructure deficiencies
Congestion Reduction/Air Quality	<ul style="list-style-type: none"> - Prosperity - Livability 	<ul style="list-style-type: none"> - Access to Destinations - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Vehicle delay reduced - Kg of emissions reduced
Safety	<ul style="list-style-type: none"> - Livability - Sustainability 	<ul style="list-style-type: none"> - Safety and Security - Stewardship - Healthy Environment 	<ul style="list-style-type: none"> - Crashes reduced
Multimodal Elements and Existing Connections	<ul style="list-style-type: none"> - Prosperity - Equity - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation and Land Use - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Transit, bicycle, or pedestrian project elements and connections
Risk Assessment	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Risk Assessment form
Cost Effectiveness	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Cost effectiveness (total project cost/total points awarded)

Roadway System Management

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Measures
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> - Prosperity - Livability 	<ul style="list-style-type: none"> - Access to Destinations - Competitive Economy - Align Transportation and Land Use 	<ul style="list-style-type: none"> - Average distance to nearest parallel roadways - Connection to Total Jobs and Manufacturing/Distribution Jobs - Current daily heavy commercial traffic - Freight project elements
Usage	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Competitive Economy 	<ul style="list-style-type: none"> - Current daily person throughput - Forecast 2040 average daily traffic volume
Equity and Housing Performance	<ul style="list-style-type: none"> - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations 	<ul style="list-style-type: none"> - Connection to disadvantaged populations and project's benefits - Housing Performance Score
Infrastructure Age	<ul style="list-style-type: none"> - Stewardship - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation System Stewardship 	<ul style="list-style-type: none"> - Date of construction
Congestion Reduction/Air Quality	<ul style="list-style-type: none"> - Prosperity - Livability 	<ul style="list-style-type: none"> - Access to Destinations - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Vehicle delay reduced - Kg of emissions reduced
Safety	<ul style="list-style-type: none"> - Livability - Sustainability 	<ul style="list-style-type: none"> - Safety and Security - Stewardship - Healthy Environment 	<ul style="list-style-type: none"> - Crashes reduced
Multimodal Elements and Existing Connections	<ul style="list-style-type: none"> - Prosperity - Equity - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation and Land Use - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Transit, bicycle, or pedestrian project elements and connections
Risk Assessment	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Risk Assessment Form
Cost Effectiveness	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Cost effectiveness (total project cost/total points awarded)

Bridge Rehabilitation/Replacement

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Measures
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> - Stewardship - Prosperity - Livability 	<ul style="list-style-type: none"> - Access to Destinations - Competitive Economy - Aligns Transportation and Land Use 	<ul style="list-style-type: none"> - Average distance to nearest parallel bridges - Connection to Total Jobs and Manufacturing/Distribution Jobs - Current daily heavy commercial traffic - Freight project elements
Usage	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Competitive Economy 	<ul style="list-style-type: none"> - Current daily person throughput - Forecast 2040 average daily traffic volume
Equity and Housing Performance	<ul style="list-style-type: none"> - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations 	<ul style="list-style-type: none"> - Connection to disadvantaged populations and project’s benefits, impacts, and mitigation - Housing Performance Score
Infrastructure Condition	<ul style="list-style-type: none"> - Stewardship - Livability - Sustainability 	<ul style="list-style-type: none"> - Transportation System Stewardship - Safety and Security 	<ul style="list-style-type: none"> - Bridge Sufficiency Rating - Load-Posting
Multimodal Elements and Existing Connections	<ul style="list-style-type: none"> - Prosperity - Equity - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation and Land Use - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Transit, bicycle, or pedestrian project elements and connections
Risk Assessment	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Risk Assessment Form
Cost Effectiveness	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Cost effectiveness (total project cost/total points awarded)

Transit Expansion

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Measures
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> - Stewardship - Prosperity - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Connection to Jobs and Educational Institutions - Average number of weekday transit trips connected to the project
Usage	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - New annual riders
Equity and Housing Performance	<ul style="list-style-type: none"> - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations 	<ul style="list-style-type: none"> - Connection to disadvantaged populations and project benefits - Housing Performance Score
Emissions Reduction	<ul style="list-style-type: none"> - Sustainability 	<ul style="list-style-type: none"> - Healthy Environment 	<ul style="list-style-type: none"> - Total emissions reduced
Multimodal Elements and Existing Connections	<ul style="list-style-type: none"> - Prosperity - Equity - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation and Land Use - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Bicycle and pedestrian elements of the project and connections
Risk Assessment	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Risk Assessment Form
Cost Effectiveness	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Cost effectiveness (total annual project cost/total points awarded)

Transit System Modernization

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Measures
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> - Livability - Stewardship - Equity - Prosperity 	<ul style="list-style-type: none"> - Healthy Environment - Stewardship - Competitive Economy - Access to Destinations 	<ul style="list-style-type: none"> - Connection to Jobs and Educational Institutions - Average number of weekday transit trips connected to the project
Usage	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Total existing annual riders
Equity and Housing Performance	<ul style="list-style-type: none"> - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations 	<ul style="list-style-type: none"> - Connection to disadvantaged populations and project benefits - Housing Performance Score
Emissions Reduction	<ul style="list-style-type: none"> - Sustainability 	<ul style="list-style-type: none"> - Healthy Environment 	<ul style="list-style-type: none"> - Description of emissions reduced
Service and Customer Improvements	<ul style="list-style-type: none"> - Prosperity - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Percent reduction in passenger travel time - Percent reduction in operating and maintenance costs - Project improvements for transit users
Multimodal Facilities and Connections	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Transportation and Land Use - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Bicycle and pedestrian elements of the project and connections
Risk Assessment	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Risk Assessment form
Cost Effectiveness	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Cost effectiveness (total annual project cost/total points awarded)

Multiuse Trails and Bicycle Facilities

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Measures
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> - Stewardship - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Identify location of project relative to Regional Bicycle Transportation Network
Potential Usage	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Existing population and employment within 1 mile
Equity and Housing Performance	<ul style="list-style-type: none"> - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations 	<ul style="list-style-type: none"> - Connection to disadvantaged populations and project’s benefits, impacts, and mitigation - Housing Performance Score
Deficiencies and Safety	<ul style="list-style-type: none"> - Stewardship - Livability - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation System Stewardship - Safety and Security 	<ul style="list-style-type: none"> - Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project - Deficiencies corrected or safety problems addressed
Multimodal Facilities and Existing Connections	<ul style="list-style-type: none"> - Livability - Prosperity - Sustainability 	<ul style="list-style-type: none"> - Access to Destinations - Transportation and Land Use - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Transit or pedestrian elements of the project and connections
Risk Assessment/ Public Engagement	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Risk Assessment Form
Cost Effectiveness	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Cost effectiveness (total project cost/total points awarded)

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Measures
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> - Stewardship - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Connection to Jobs and Educational Institutions
Potential Usage	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Existing populations within ½ mile
Equity and Housing Performance	<ul style="list-style-type: none"> - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations 	<ul style="list-style-type: none"> - Connection to disadvantaged populations and project’s benefits, impacts, and mitigation - Housing Performance Score
Deficiencies and Safety	<ul style="list-style-type: none"> - Livability 	<ul style="list-style-type: none"> - Safety and Security - Access to Destinations 	<ul style="list-style-type: none"> - Barriers overcome or gaps filled - Deficiencies corrected or safety problems addressed
Multimodal Facilities and Existing Connections	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Transportation and Land Use - Healthy Environment - Competitive Economy 	<ul style="list-style-type: none"> - Transit or bicycle elements of the project and connections
Risk Assessment	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Risk Assessment Form
Cost Effectiveness	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Cost effectiveness (total project cost/total points awarded)

Safe Routes to School (SRTS) Infrastructure Projects

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Measures
Relationship between Safe Routes to School Program Elements	<ul style="list-style-type: none"> - Livability - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship - Safety and Security 	<ul style="list-style-type: none"> - Describe how project addresses 5 Es of SRTS program
Potential Usage	<ul style="list-style-type: none"> - Livability 	<ul style="list-style-type: none"> - Access to Destinations - Healthy Environment 	<ul style="list-style-type: none"> - Average share of student population that bikes or walks - Student population within school's walkshed
Equity and Housing Performance	<ul style="list-style-type: none"> - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations 	<ul style="list-style-type: none"> - Connection to disadvantaged populations and project's benefits, impacts, and mitigation - Housing Performance Score
Deficiencies and Safety	<ul style="list-style-type: none"> - Livability 	<ul style="list-style-type: none"> - Safety and Security - Healthy Environment - Access to Destinations 	<ul style="list-style-type: none"> - Barriers overcome or gaps filled - Deficiencies corrected or safety or security addressed
Public Engagement/ Risk Assessment	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Public engagement process - Risk Assessment Form
Cost Effectiveness	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Cost effectiveness (total project cost/total points awarded)

Travel Demand Management (TDM)

Prioritizing Criteria	Thrive Outcomes	TPP Goals	Measures
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> - Livability - Stewardship - Equity - Prosperity 	<ul style="list-style-type: none"> - Stewardship - Competitive Economy - Access to Destinations 	<ul style="list-style-type: none"> - Ability to capitalize on existing regional transportation facilities and resources
Usage	<ul style="list-style-type: none"> - Livability - Prosperity 	<ul style="list-style-type: none"> - Access to Destinations - Align Transportation and Land Use - Competitive Economy 	<ul style="list-style-type: none"> - Users
Equity and Housing Performance	<ul style="list-style-type: none"> - Equity - Livability 	<ul style="list-style-type: none"> - Access to Destinations 	<ul style="list-style-type: none"> - Connection to disadvantaged populations and project benefits - Housing Performance Score
Congestion Reduction/Air Quality	<ul style="list-style-type: none"> - Stewardship - Sustainability 	<ul style="list-style-type: none"> - Healthy Environment 	<ul style="list-style-type: none"> - Congested roadways in project area - VMT reduced
Innovation	<ul style="list-style-type: none"> - Livability 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Project innovations and geographic expansion
Risk Assessment	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Technical capacity of applicant's organization - Continuation of project after initial federal funds are expended
Cost Effectiveness	<ul style="list-style-type: none"> - Stewardship 	<ul style="list-style-type: none"> - Transportation System Stewardship 	<ul style="list-style-type: none"> - Cost effectiveness (total annual project cost/total points awarded)

Regional Solicitation and Discussion on Criteria Weighting

July 5, 2017

TAC Meeting



Update on Working Groups

- Roadway System Management
- Transit
- Equity
- Travel Demand Management

Today's Discussion and Input

- High-level discussion on criteria weights
- Are the most important criteria in each application category given the most points?
- Does any shifting need to occur?
- Technical experts may have other recommendations that add, move, or eliminate measures that will come back to the TAB in future months
- PPT given to TAB in June and they requested feedback from the technical committees

Prioritization Criteria and Weights

- Based on 2014 Regional Solicitation Evaluation and Redesign Effort
- Recommendation from Steering Committee
 - Technical Experts/Modal Committee Chairs, TAB members, Councilmembers
- Approved by TAB and the Council

Strong Linkage to Regional Policy



- Qualifying criteria also ask applicants to document consistency with regional policy

Consistency with Thrive and TPP

Example: Roadway Expansion

Criteria	Thrive Outcomes	TPP Goals
Role in the Regional Transportation System and Economy	<ul style="list-style-type: none"> Prosperity Livability 	<ul style="list-style-type: none"> Access Competitive Economy Align Transportation & Land Use
Usage	<ul style="list-style-type: none"> Prosperity Livability 	<ul style="list-style-type: none"> Access Competitive Economy
Safety (Crashes Reduced)	<ul style="list-style-type: none"> Sustainability Livability 	<ul style="list-style-type: none"> Stewardship
Congestion/Air Quality	<ul style="list-style-type: none"> Prosperity Livability 	<ul style="list-style-type: none"> Healthy Environment Competitive Economy
Equity and Housing Performance	<ul style="list-style-type: none"> Equity Livability 	<ul style="list-style-type: none"> Access Align Transportation & Land Use
Cost Effectiveness	<ul style="list-style-type: none"> Stewardship 	<ul style="list-style-type: none"> Stewardship
Multimodal	<ul style="list-style-type: none"> Prosperity Equity Livability Sustainability 	<ul style="list-style-type: none"> Access Competitive Economy Align Transportation & Land Use Healthy Environment
Infrastructure Age	<ul style="list-style-type: none"> Stewardship 	<ul style="list-style-type: none"> Stewardship
Risk Assessment	<ul style="list-style-type: none"> Stewardship Livability Sustainability 	<ul style="list-style-type: none"> Stewardship

Application Categories



MODAL CATEGORIES

Roadways Including Multimodal Elements
**48% - 68% of Funds

Transit and Travel Demand Management (TDM) Projects
**22% - 32% of Funds

Bicycle and Pedestrian Facilities
**10% - 20% of Funds

APPLICATION CATEGORIES

Expansion

Reconstruction / Modernization

Roadway System Management

Bridges

Transit Expansion

Transit System Modernization

Travel Demand Management

- Base Level
- Innovative

Multise Trails and Bicycle Facilities

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

Safe Routes to School (Infrastructure Projects)

Roadway Expansion

Criteria	Expansion	Mod.	RSM	Bridge
Role in the Regional Transportation System and Economy <ul style="list-style-type: none"> Distance to parallel roadways Connection to jobs Heavy commercial traffic Freight elements 	16%	16%	11%	18%
Usage <ul style="list-style-type: none"> Person throughput 2040 ADT 	16%	16%	11%	12%
Safety (Crashes reduced)	14%	14%	18%	--
Congestion /Air Quality <ul style="list-style-type: none"> Congestion reduction Emissions reduction 	14%	7%	18%	--
Equity and Housing Performance <ul style="list-style-type: none"> Socio-economic elements Housing performance score 	9%	9%	9%	9%
Cost Effectiveness	9%	9%	9%	9%
Multimodal	9%	9%	9%	9%
Infrastructure Age	7%	14%	7%	36%
Risk Assessment	7%	7%	7%	7%

Roadway Recon/Modernization

Criteria	Recon/Mod	Exp.	RSM	Bridge
Role in the Regional Transportation System and Economy <ul style="list-style-type: none"> Distance to parallel roadways Connection to jobs Heavy commercial traffic Freight elements 	16%	16%	11%	18%
Usage <ul style="list-style-type: none"> Person throughput 2040 ADT 	16%	16%	11%	12%
Safety (Crashes reduced)	14%	14%	18%	--
Infrastructure Age/Condition <ul style="list-style-type: none"> Construction date Roadway deficiencies 	14%	7%	7%	36%
Equity and Housing Performance <ul style="list-style-type: none"> Socio-economic elements Housing performance score 	9%	9%	9%	9%
Cost Effectiveness	9%	9%	9%	9%
Multimodal	9%	9%	9%	9%
Risk Assessment	7%	7%	7%	7%
Congestion /Air Quality <ul style="list-style-type: none"> Congestion reduction Emissions reduction 	7%	14%	18%	--

Roadway System Management

Criteria	RSM	Exp.	Mod.	Bridge
Safety (Crashes reduced)	18%	14%	14%	--
Congestion /Air Quality <ul style="list-style-type: none"> Congestion reduction Emissions reduction 	18%	14%	7%	--
Role in the Regional Transportation System and Economy <ul style="list-style-type: none"> Distance to parallel roadways Connection to jobs Heavy commercial traffic Freight elements 	11%	16%	16%	18%
Usage <ul style="list-style-type: none"> Person throughput 2040 ADT 	11%	16%	16%	12%
Equity and Housing Performance <ul style="list-style-type: none"> Socio-economic elements Housing performance score 	9%	9%	9%	9%
Cost Effectiveness	9%	9%	9%	9%
Multimodal	9%	9%	9%	9%
Infrastructure Age/Condition	7%	7%	14%	36%
Risk Assessment	7%	7%	7%	7%

Bridge Rehab and Replacement

Criteria	Bridge	Exp.	Mod.	RSM
Infrastructure Age/Condition <ul style="list-style-type: none"> • Bridge sufficiency • Load-posting 	36%	7%	14%	7%
Role in the Regional Transportation System and Economy <ul style="list-style-type: none"> • Distance to parallel roadways • Connection to jobs • Heavy commercial traffic • Freight elements 	18%	16%	16%	11%
Usage <ul style="list-style-type: none"> • Person throughput • 2040 ADT 	12%	16%	16%	11%
Equity and Housing Performance <ul style="list-style-type: none"> • Socio-economic elements • Housing performance score 	9%	9%	9%	9%
Cost Effectiveness	9%	9%	9%	9%
Multimodal	9%	9%	9%	9%
Risk Assessment	7%	7%	7%	7%
Safety	--	14%	14%	18%
Congestion /Air Quality	--	14%	7%	18%

Transit Expansion

Criteria	Transit Expansion	Transit Modernization
Usage (New Riders)	32%	27%
Equity and Housing Performance <ul style="list-style-type: none"> Socio-economic elements Housing performance score 	18%	14%
Emissions Reduction	18%	9%
Role in the Regional Transportation System and Economy <ul style="list-style-type: none"> Connection to jobs and educational institutions Transit connections 	9%	9%
Multimodal	9%	9%
Cost Effectiveness	9%	9%
Risk Assessment	5%	9%
Transit Improvements	--	14%

Transit System Modernization

Criteria	Transit Modernization	Transit Expansion
Usage (Existing Riders)	27%	32%
Equity and Housing Performance <ul style="list-style-type: none"> Socio-economic elements Housing performance score 	14%	18%
Transit Improvements <ul style="list-style-type: none"> Travel time reduction Reduced operating/maintenance cost improvements. 	14%	--
Emissions Reduction	9%	18%
Role in the Regional Transportation System and Economy <ul style="list-style-type: none"> Connection to jobs and educational institutions Transit connections 	9%	9%
Multimodal	9%	9%
Cost Effectiveness	9%	9%
Risk Assessment	9%	5%

Innovative Travel Demand Mangmt.

Criteria	TDM
Congestion /Air Quality <ul style="list-style-type: none">• Congestion• VMT reduction	36%
TDM Innovation	18%
Equity and Housing Performance <ul style="list-style-type: none">• Socio-economic elements• Housing performance score	14%
Role in the Regional Transportation System and Economy	9%
Usage	9%
Cost Effectiveness	9%
Risk Assessment <ul style="list-style-type: none">• Technical capacity of applicant• Continuation of project beyond funding	5%

Multiuuse Trails & Bicycle Facilities

Criteria	Trails/Bike	Ped.	SRTS.
Deficiencies and Safety <ul style="list-style-type: none"> Gaps/Barriers Deficiencies 	23%	27%	23%
Role in the Regional Transportation System and Economy (RBTN)	18%	14%	--
Potential Usage	18%	14%	23%
Risk Assessment	12%	12%	12%
Equity and Housing Performance <ul style="list-style-type: none"> Socio-economic elements Housing performance score 	11%	11%	11%
Multimodal	9%	14%	--
Cost Effectiveness	9%	9%	9%
Safe Route to School Program Elements	--	--	23%

Pedestrian Facilities

Criteria	Pedestrian	Trails/Bike	SRTS.
Deficiencies and Safety <ul style="list-style-type: none"> Gaps/Barriers Deficiencies 	27%	23%	23%
Role in the Regional Transportation System and Economy	14%	18%	--
Potential Usage	14%	18%	23%
Multimodal	14%	9%	--
Risk Assessment	12%	12%	12%
Equity and Housing Performance <ul style="list-style-type: none"> Socio-economic elements Housing performance score 	11%	11%	11%
Cost Effectiveness	9%	9%	9%
Safe Route to School Program Elements	--	--	23%

Safe Routes to School

Criteria	SRTS	Trails/Bike	Ped.
Safe Route to School Program Elements	23%	--	--
Deficiencies and Safety <ul style="list-style-type: none"> Gaps/Barriers Deficiencies 	23%	27%	23%
Potential Usage	23%	14%	18%
Risk Assessment (and Public Engagement)	12%	12%	12%
Equity and Housing Performance <ul style="list-style-type: none"> Socio-economic elements Housing performance score 	11%	11%	11%
Cost Effectiveness	9%	9%	9%
Multimodal	--	14%	9%
Role in the Regional Transportation System and Economy	--	14%	18%

Questions

Joe Barbeau, Senior Planner

651-602-1705

joseph.barbeau@metc.state.mn.us



TRANSPORTATION POLICY PLAN

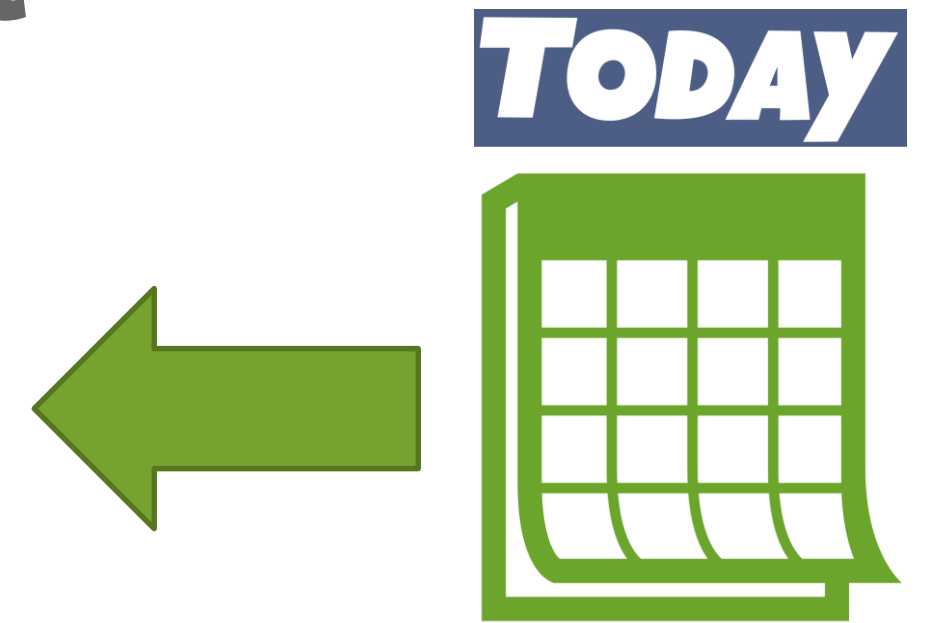
Transit Investment Direction and Plan Introduction

Technical Advisory Committee

June 5, 2017

Today's Topics - Transit

- Where are we now, what are the current issues?



- Where are we headed?
- How will we get there?



- What are the changes expected in this plan update?



What Feedback are We Looking for Today?

- Your reactions to high-level concepts
- Your ideas for clarifying the “story”
- Your ideas on things that should change
- Things you’d like to bring back for future discussion

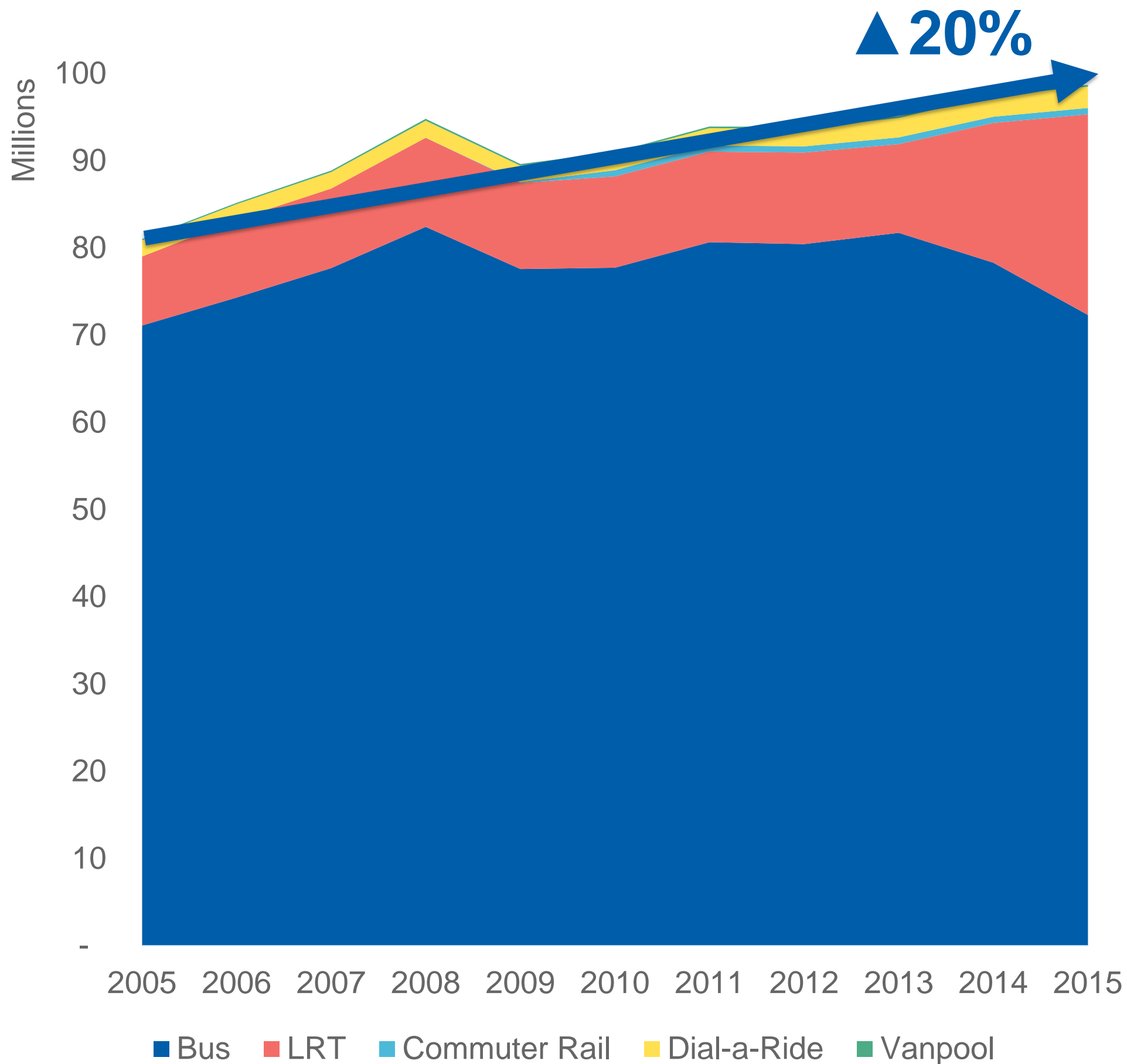


TRANSPORTATION **POLICY PLAN**

Where are We Now?

Where are We Now?

Ridership



- Ridership up in the last decade
- Investment are paying ridership dividends

Recent major investments:

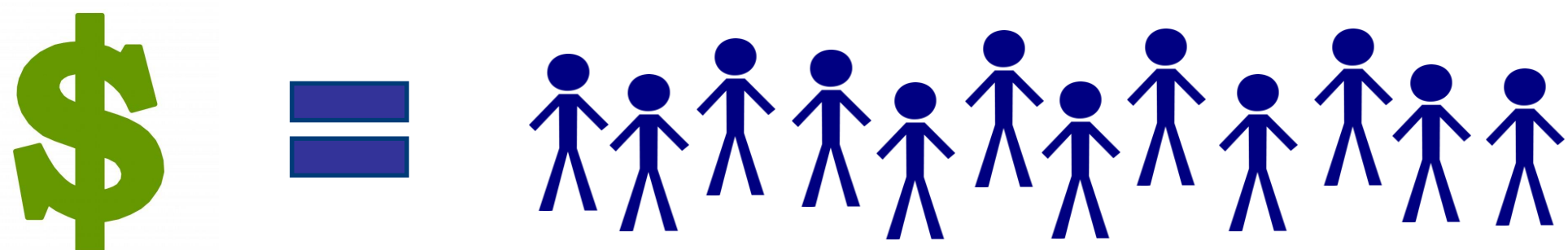
- 2013 – 1st Highway BRT
- 2014 – 2nd Light Rail
- 2016 – 1st Arterial BRT

Where are We Now?

Return on Investment

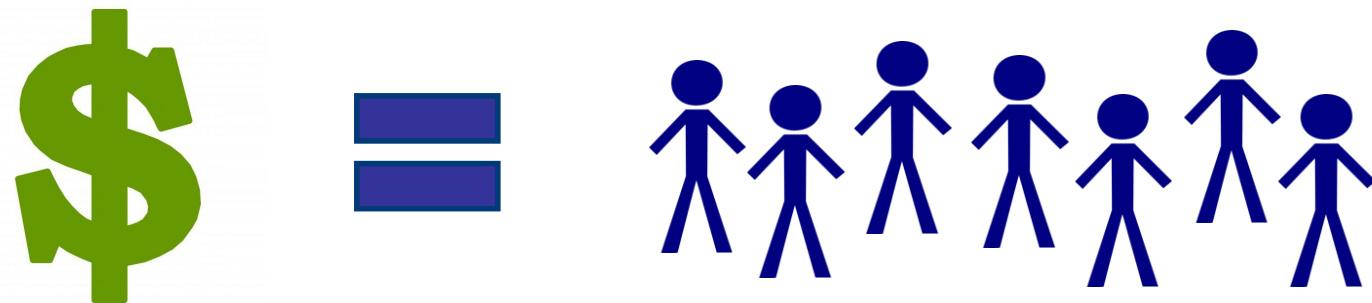
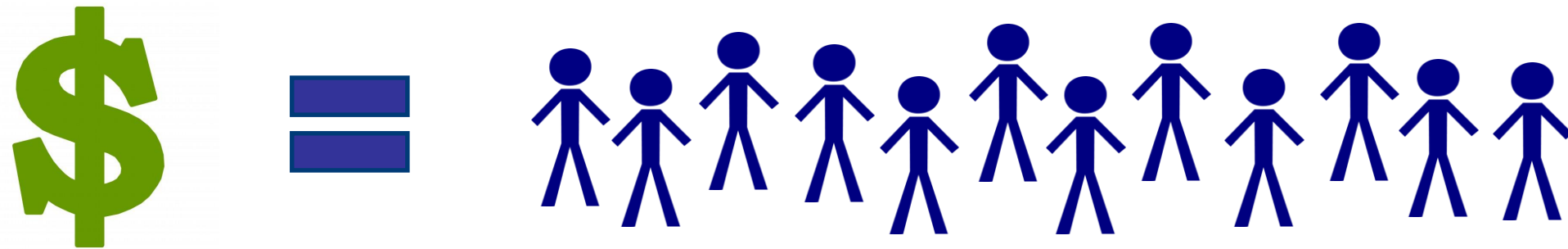
Recent Case Studies:

- A Line
 - 33% more riders in corridor
- METRO Green Line
 - \$5+ billion in development
 - 50%+ more riders in corridor
- Route 11 High-Frequency
 - 20% more riders on route
- METRO Red Line Cedar Grove Station
 - Lower cost, faster trip, more riders

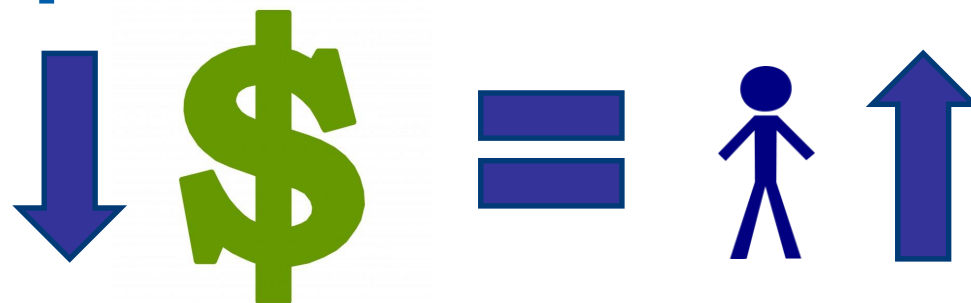


Where are We Now?

Return on Investment

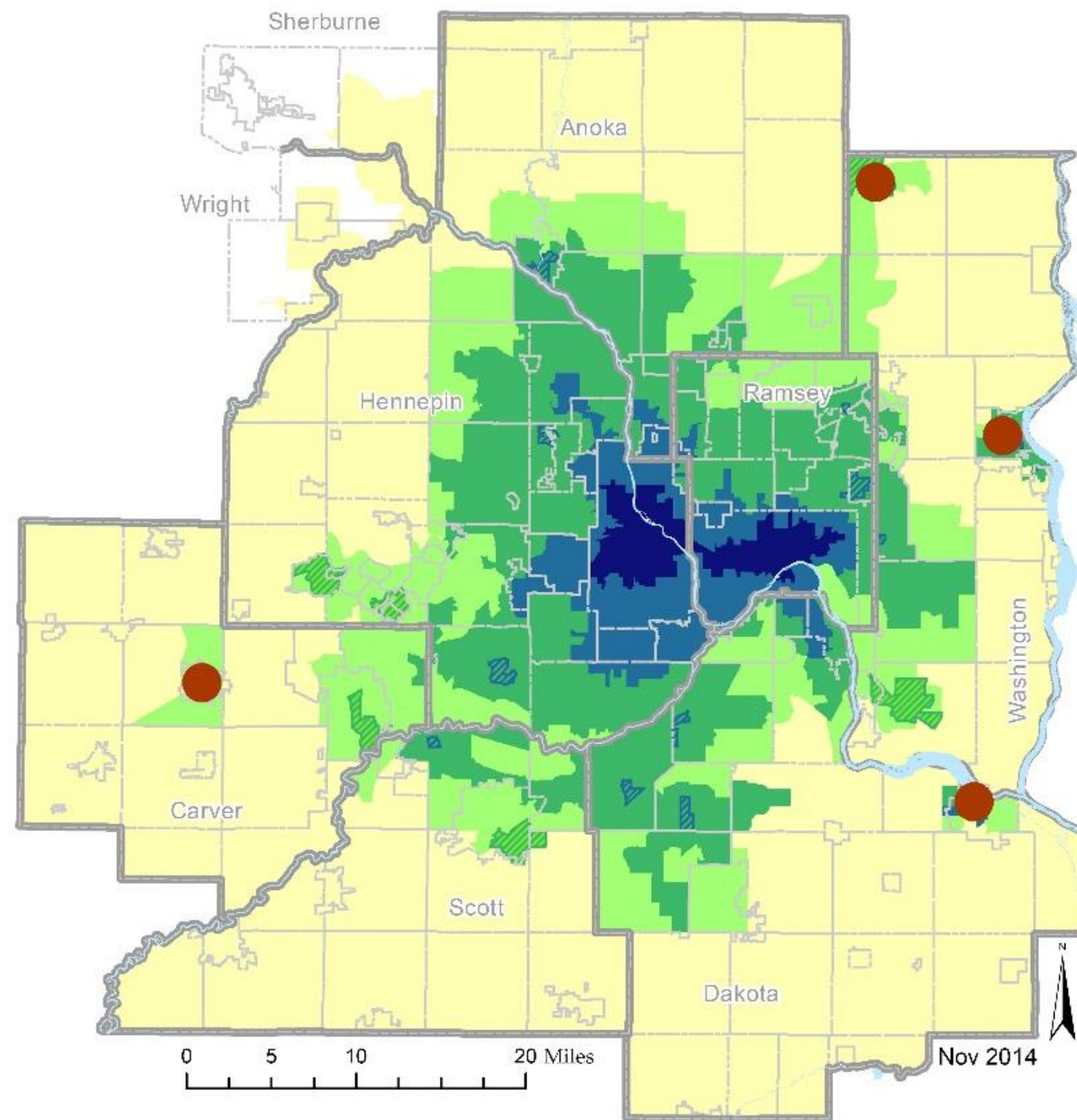


Optimal Investments:



Where are We Now?

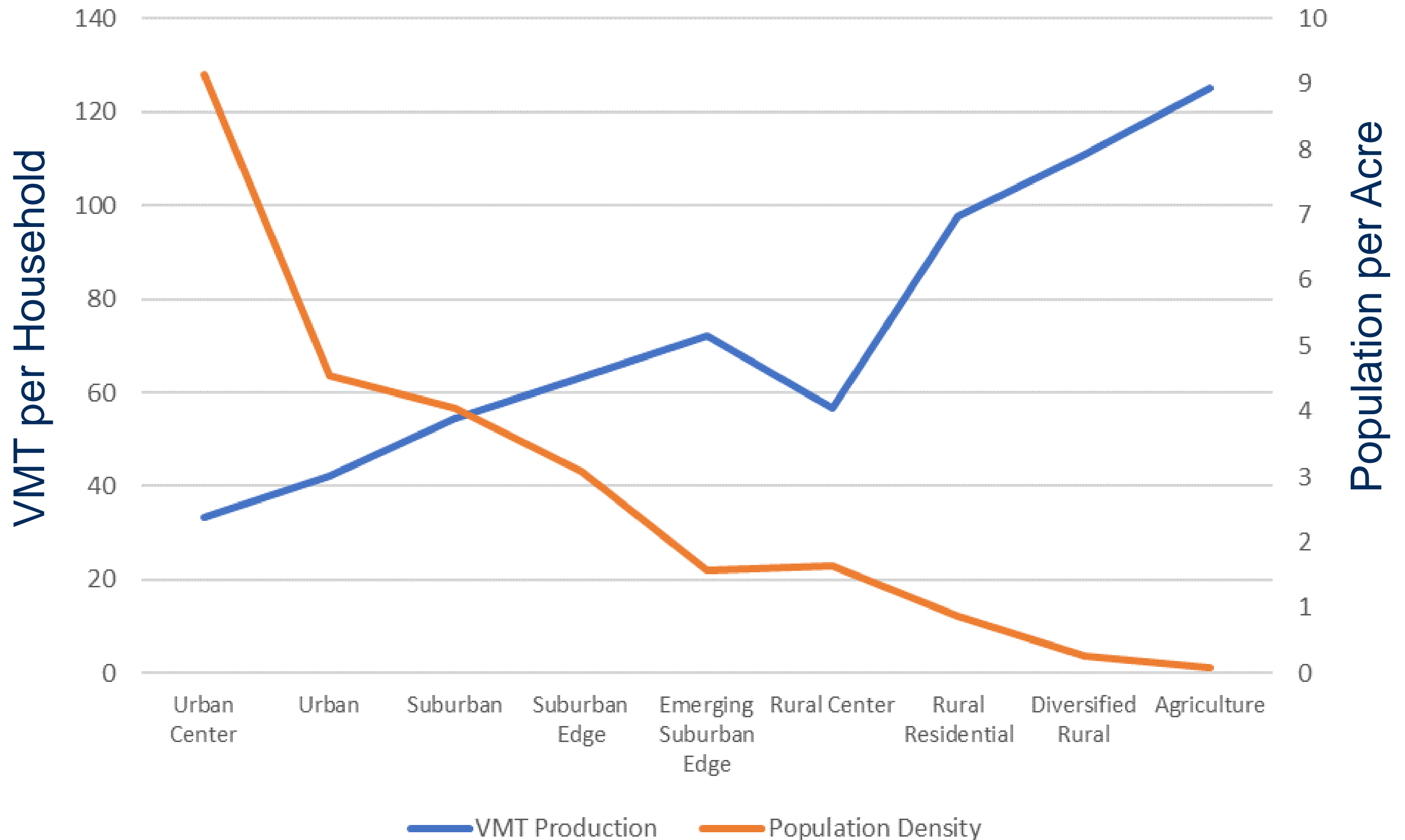
Transit Market Areas



- Market Areas broadly quantify & estimate transit demand
- Return on investment; Guiding investment levels relative to demand
- Much of the region currently not well suited for high-level of service
- ...BUT land use is changing! Opportunities exist, implementation takes time!

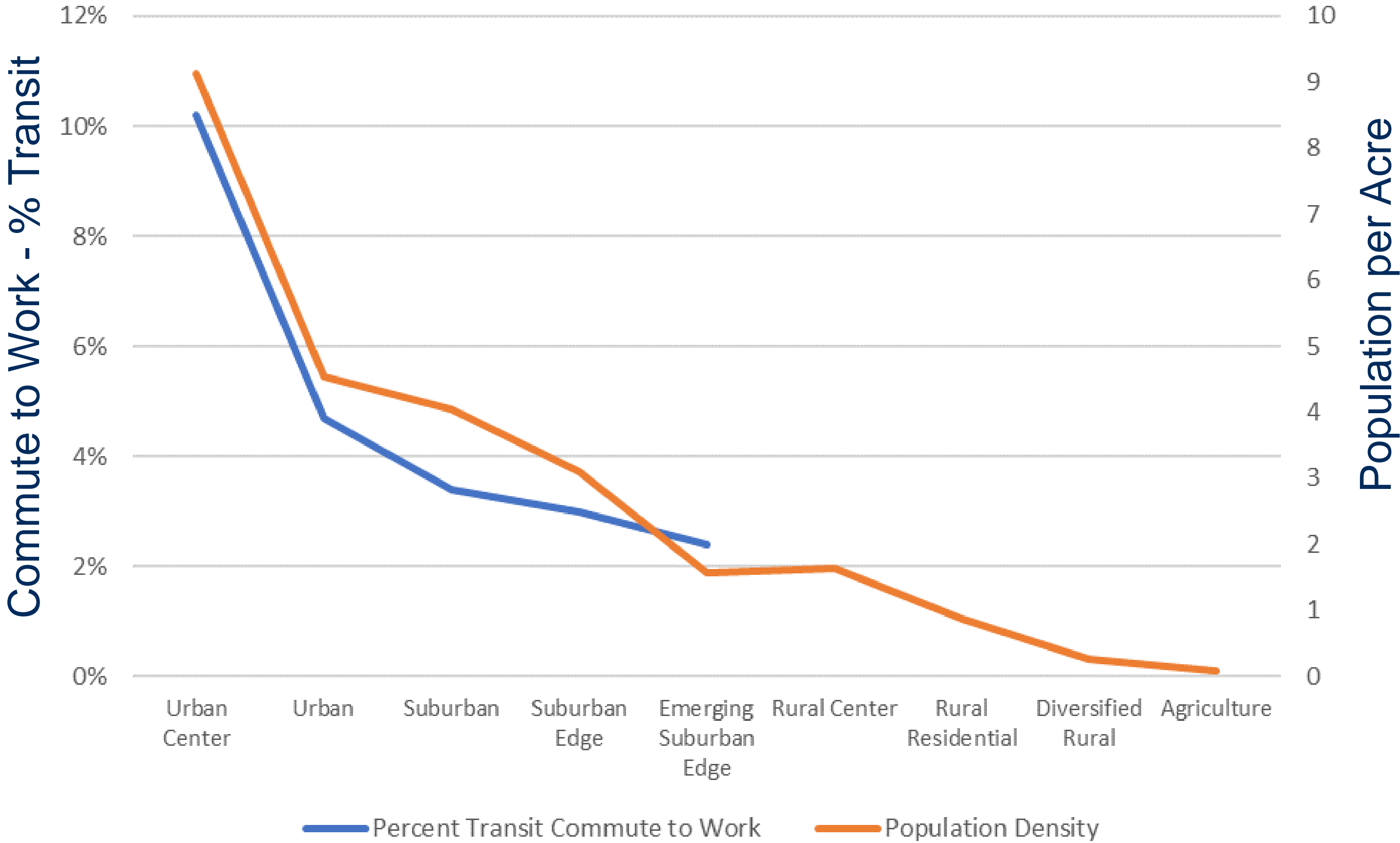
Where are We Now?

Travel and Density



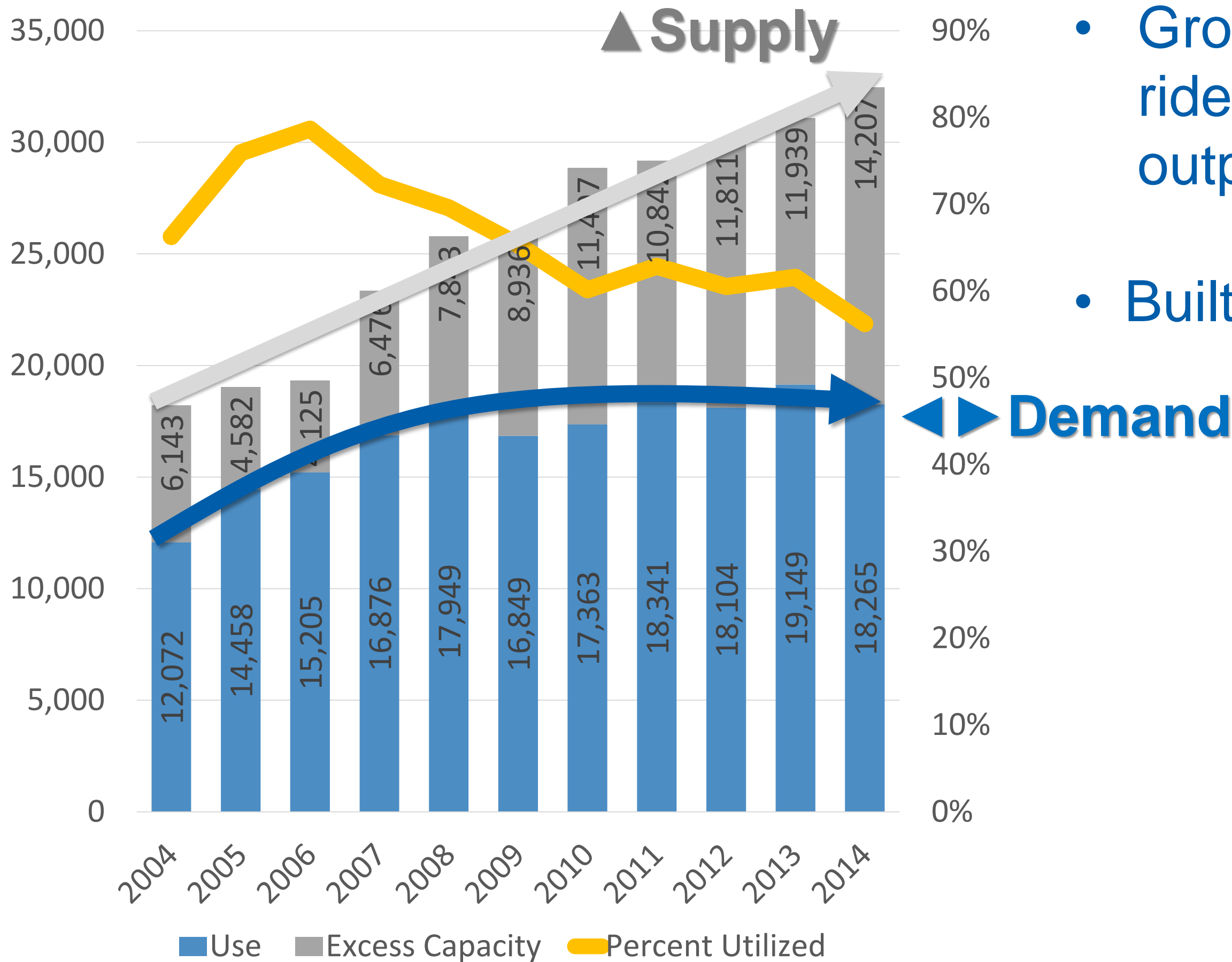
Where are We Now?

Travel and Density



Where are We Now?

Diminishing Returns, Park-and-Ride Example



- Growth in park-and-ride capacity has outpaced use
- Built for 2030 demand

Where are We Now?

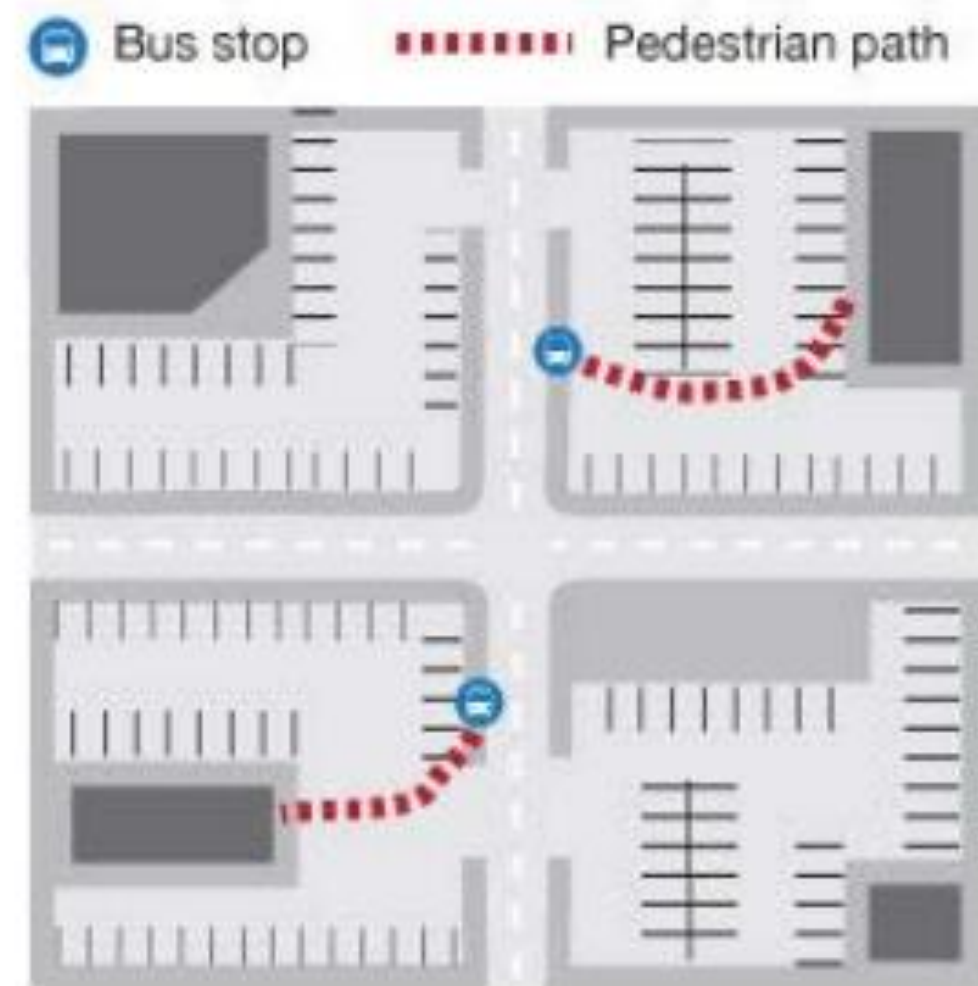
Land Use Planning Coordination

Design for a pedestrian-friendly environment

All transit users are pedestrians for at least some portion of the beginning and end of their trip. A pedestrian-friendly environment encourages transit use by providing a comfortable walking environment and minimizing the walking distance from the transit stop to front doors.



More Transit Supportive



Less Transit Supportive

Where are We Now?

Land Use Planning Coordination

Design for a pedestrian-friendly environment



More transit supportive



Less transit supportive

Where are We Now?

Land Use Planning Coordination

Encourage a mixed-use land use pattern

Transit is most effective when it serves a variety of trip purposes and destinations. Mixed-use development patterns encourage travel patterns with many origins and destinations throughout the day, making transit more effective and easy to provide for a variety of purposes.



More Transit Supportive



Less Transit Supportive

Where are We Now?

Land Use Planning Coordination

Encourage a mixed-use land use pattern



More transit supportive



Less transit supportive



TRANSPORTATION POLICY PLAN

Where are We Headed?

Where are We Headed?

Current TPP Planning Framework

Goals	Objectives (Transit-related Only)
Transportation System Stewardship	<ul style="list-style-type: none"> • State of good repair (<u>Maintain</u> what we have!) • Operate <u>efficiently and cost-effectively</u>
Safety and Security	<ul style="list-style-type: none"> • Improve safety and security
Access to Destinations	<ul style="list-style-type: none"> • More multimodal options (esp. in congested corridors) • Increase <u>reliability</u> and <u>predictability</u> • Increase <u>transit ridership</u> and transit mode share
Competitive Economy	<ul style="list-style-type: none"> • Improve multimodal <u>access to job</u> concentrations • Invest in multimodal to <u>attract and retain</u> businesses and residents
Healthy Environment	<ul style="list-style-type: none"> • Reduce <u>air emissions</u> • Increase availability and <u>attractiveness</u> of transit, encourage <u>healthy communities</u> and <u>car-free</u> lifestyles
Leveraging Investments to Guide Land Use	<ul style="list-style-type: none"> • <u>Focus growth</u> to support multimodal travel • Encourage local land use to <u>integrate all modes</u>

← Equity Throughout! →

Key Transit Outcomes

Efficient

Cost Effective

Reliable, Predictable, and Attractive

Attract More Transit Riders

Provide More Access to Jobs

Attract Businesses and Residents

Support Focused Growth that Integrates Modes

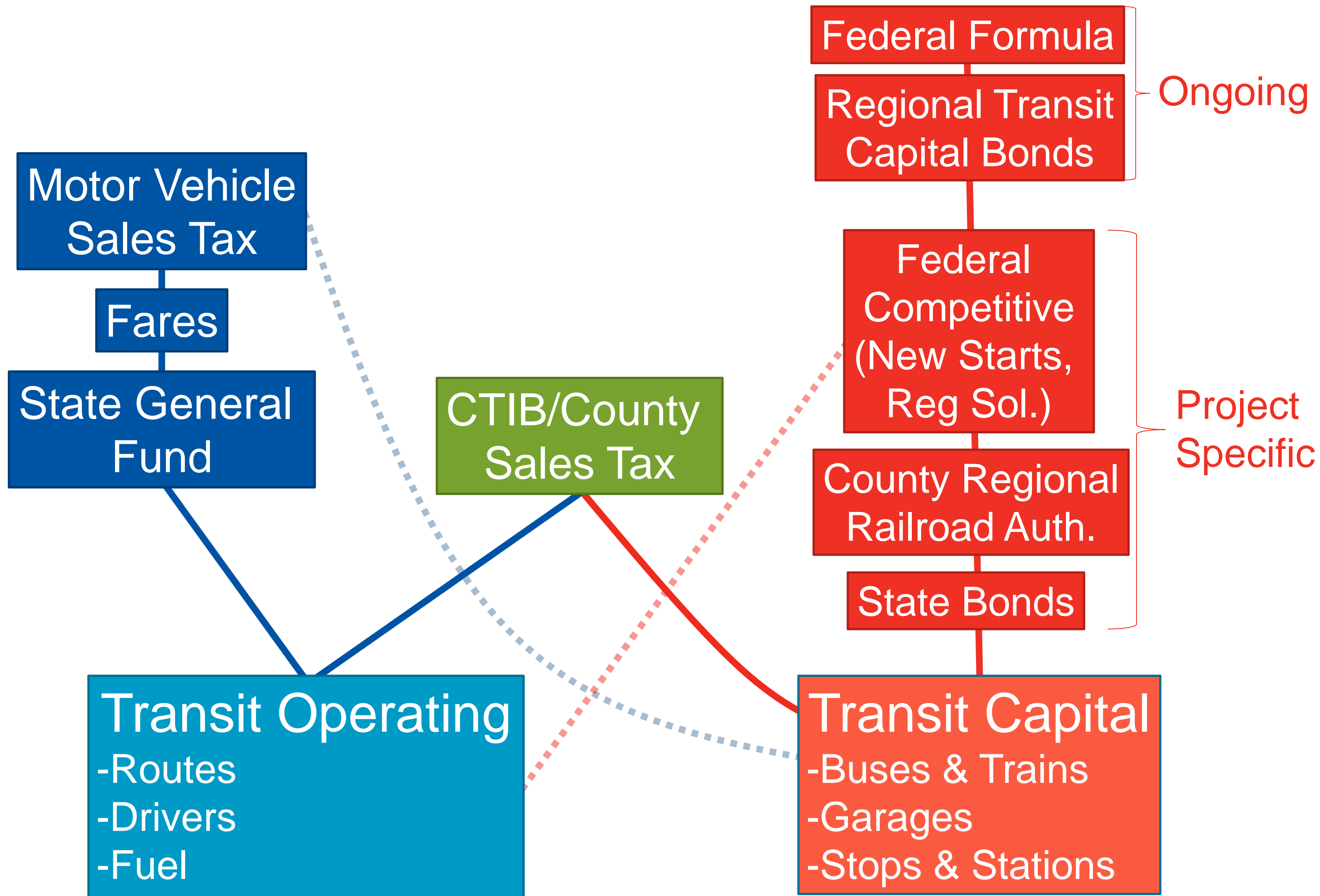
Support Equity, Clean Air, and Healthy Communities



TRANSPORTATION POLICY PLAN

How Will We Get There?

Metro Area Transit Funding



How Will We Get There?

Transit Investment Direction and Plan

- **Regional Solicitation Transit Criteria**

Solicitation Criteria	Key Transit Outcomes
Role in the Regional Transportation System and Economy	Access to Jobs
Usage	Attract More Transit Riders
Equity and Housing Performance	Equity and Healthy Communities
Emissions Reduction	Clean Air
Service and Customer Improvements	Reliable, Predictable, and Attractive
Multimodal Elements and Existing Conditions	Integrate Modes
Risk Assessment	
Cost Effectiveness	Cost Effective

How Will We Get There?

Transit Investment Direction and Plan

- **Build a Common Understanding:**
 - Transit Planning Basics – Principles for understanding transit and land use relationship
 - Transit Market Areas – Framework for evaluating potential return on investment
 - Regional Transitway Guidelines – Build out a transitways system that is consistent for the user and equitable across the region

How Will We Get There?

Transit Investment Direction and Plan Bus and Support System

- **Manage Performance on the Transit System:**
 - Appendix G: Regional Transit Design Guidelines and Performance Standards
 - Route Performance Analysis – Evaluate regular route service to ensure it is efficient and cost-effective
 - Provide service alternatives to regular route bus in lower demand areas



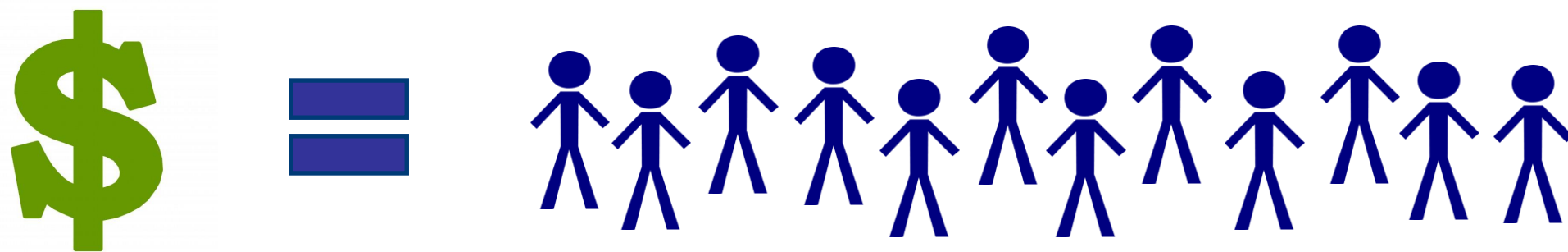
How Will We Get There?

Transit Investment Direction and Plan Bus and Support System

- **Identify Opportunities to Expand Service:**
 - Service Improvement Plans
 - Transit providers responsible for coordinating input on service improvement opportunities
 - Regional Service Improvement Plan will prioritize short-term expansion opportunities with investment factors:
 - Cost-effectiveness
 - Access to destinations and people served
 - Equity
 - Peak-period transportation benefits

How Will We Get There?

Transit Investment Direction and Plan *Bus and Support System*



Tweaking Services and
Harvesting and Reinvesting
Inefficiencies

How Will We Get There?

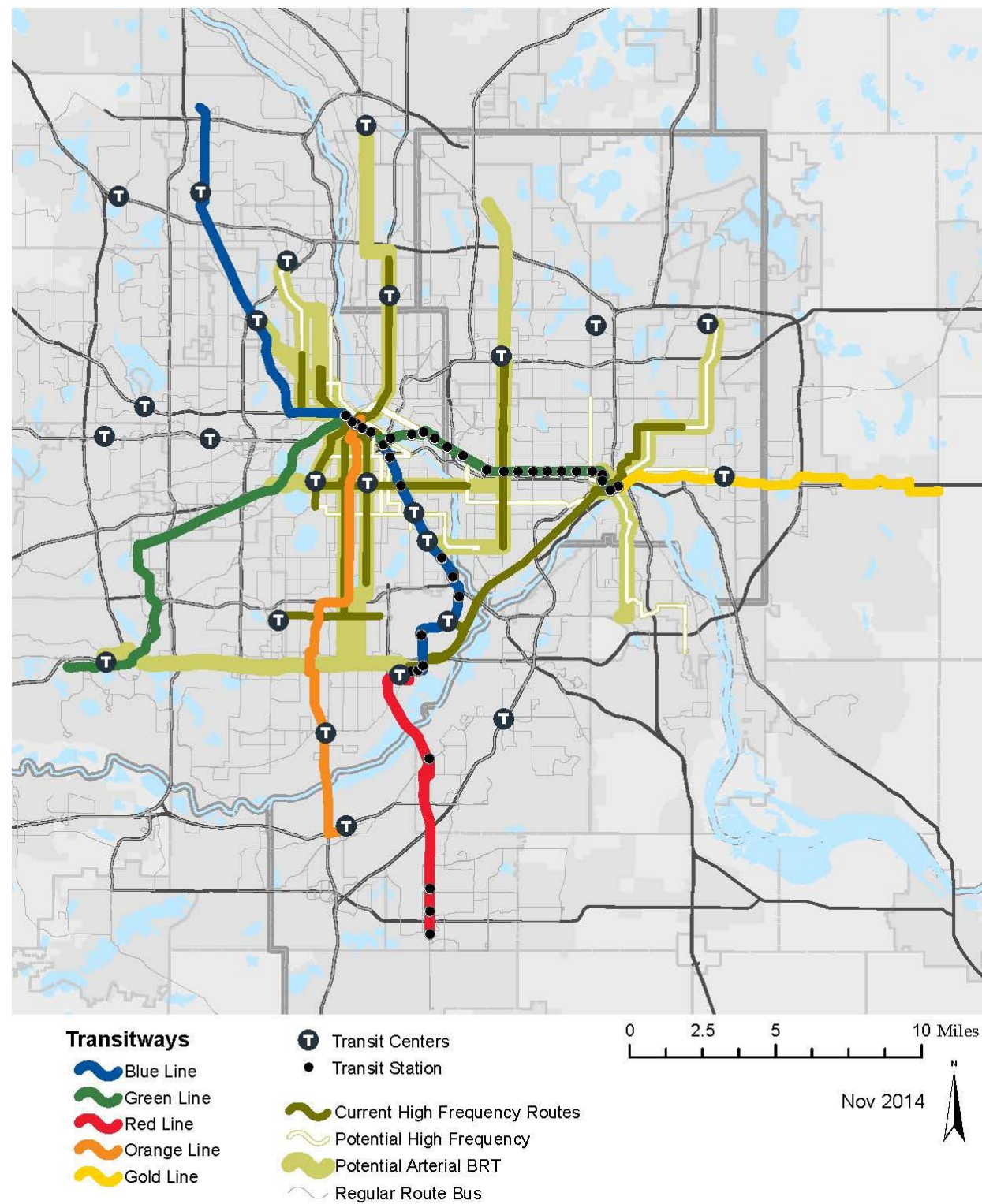
Transit Investment Direction and Plan Bus and Support System

- **Strategically Expand and Modernize Facilities:**
 - Regional solicitation funding available: ≈\$21 M/year + inflation
 - Modernize
 - Improved amenities at bus stops
 - Improved maintenance and care of facilities
 - Upgraded transit centers
 - Technology improvements
 - Expand
 - Expansion of bus shelters
 - New or expanded capacity at transit centers or park-and-rides
 - Expanded garage or maintenance facilities

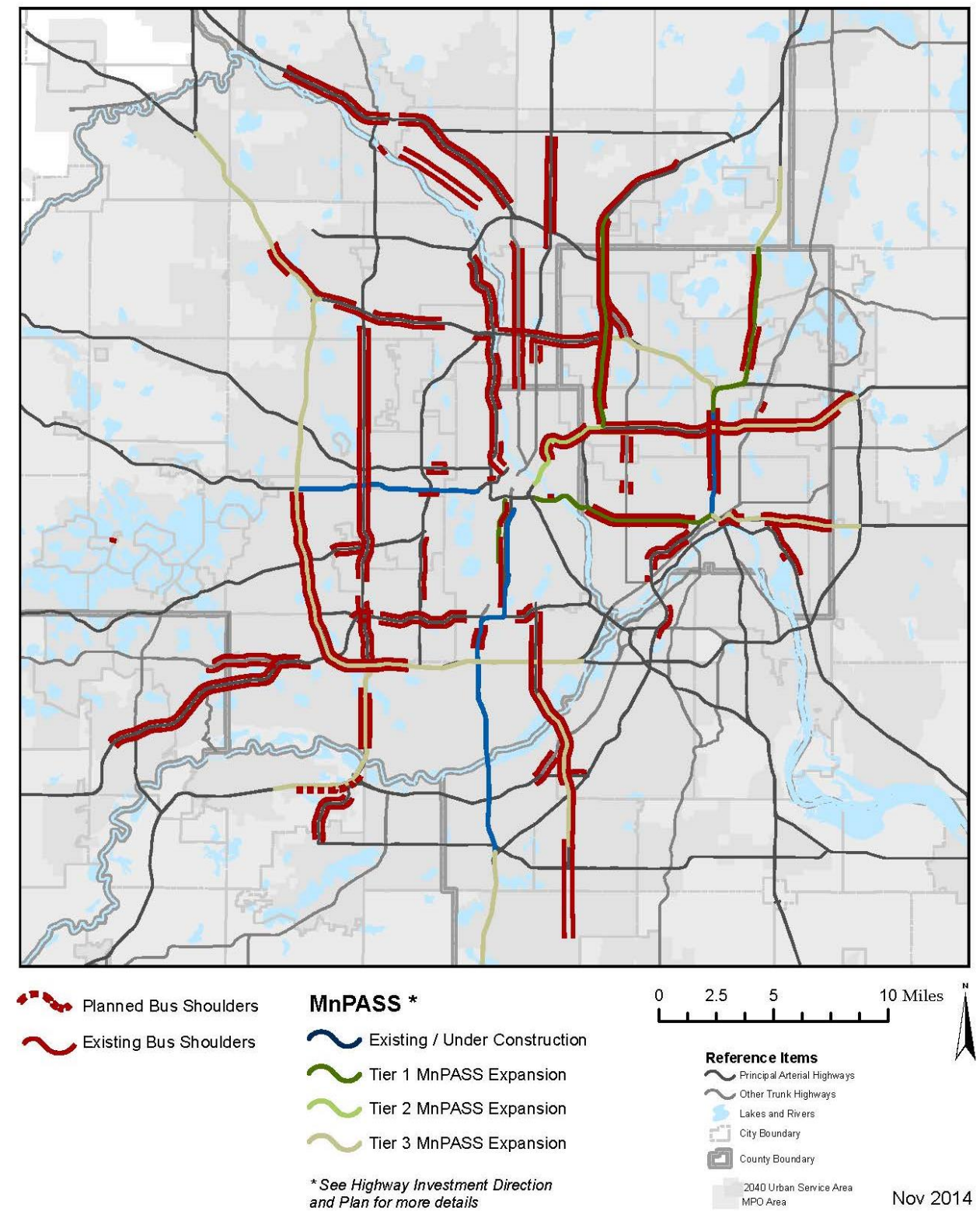
How Will We Get There?

Transit Investment Direction and Plan Bus and Support System

Existing and Potential High-Frequency Routes



2040 Transit Advantages



How Will We Get There?

Transit Investment Direction and Plan *Bus and Support System*

Maintain and Operate
Existing System*

2015-2040

\$18.5 Billion

Expand and Modernize
System

2015-2040

\$0.6 Billion

(Through Regional Solicitation)

*Includes Metro Mobility

How Will We Get There?

Transit Investment Direction and Plan Transitways

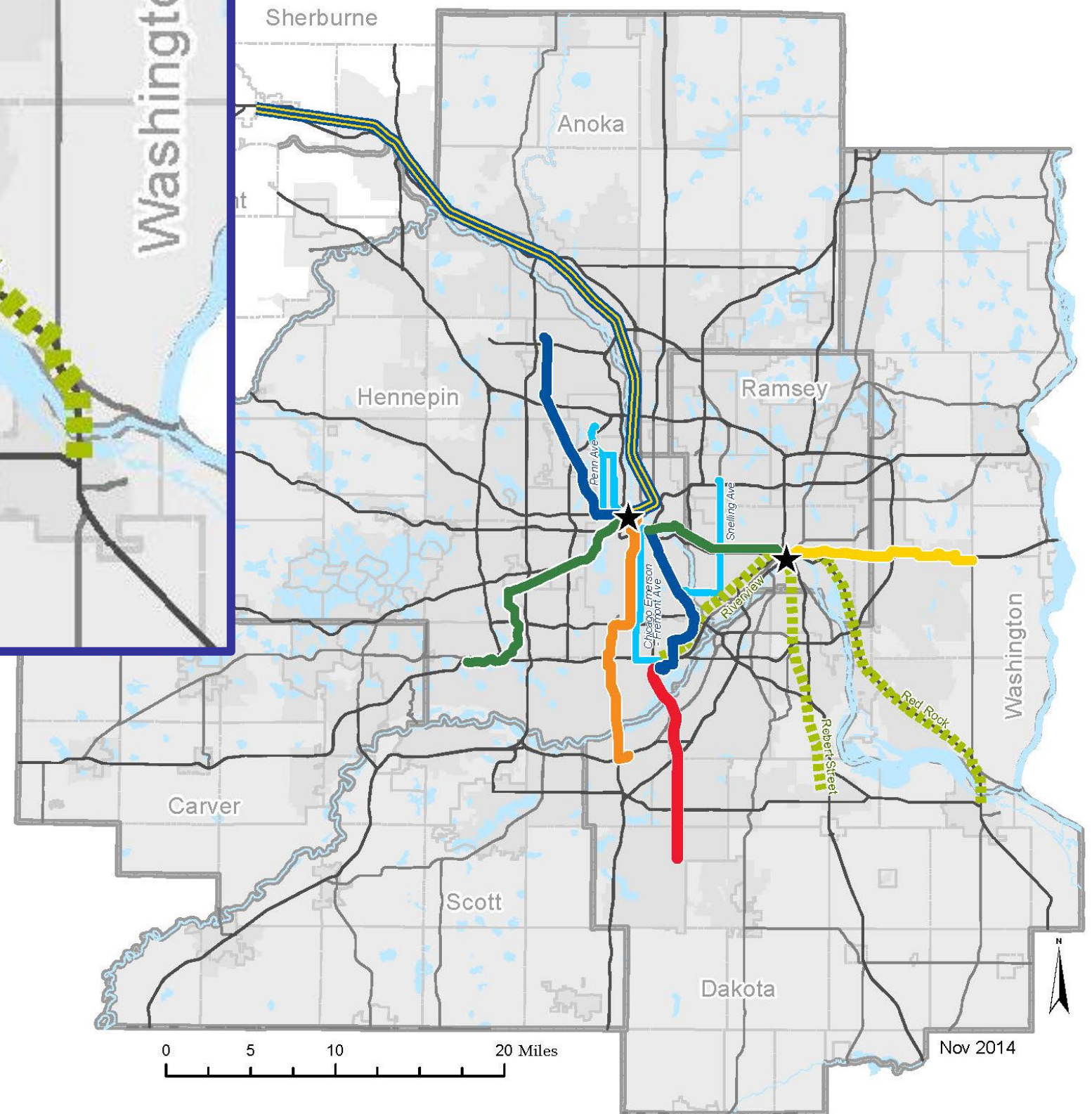
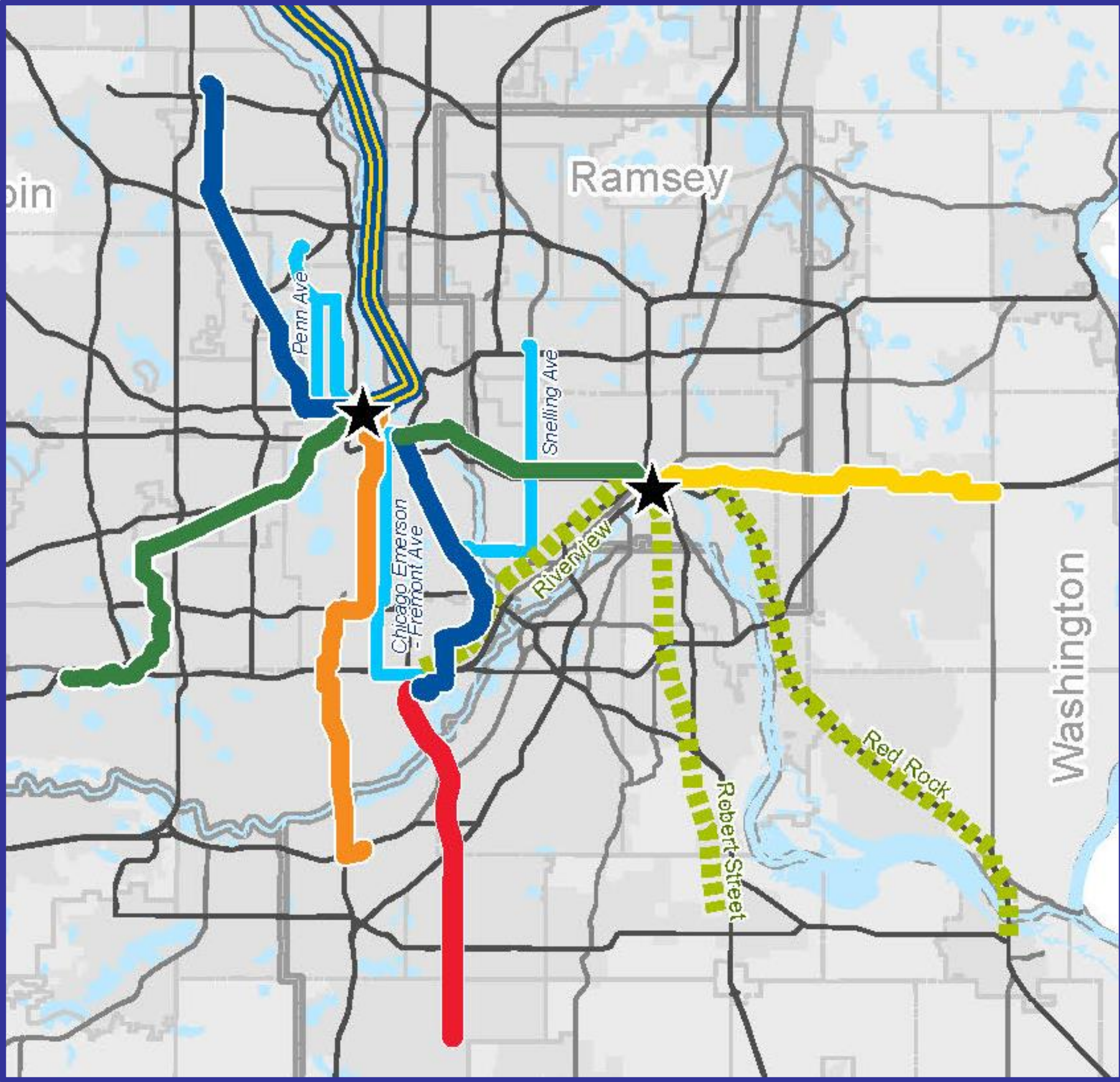
- Transitways are investments in existing and potential high-demand transit corridors:
 - Bus Rapid Transit (BRT)
 - Dedicated BRT
 - Highway BRT
 - Arterial BRT
 - Light Rail
 - Commuter Rail
 - Potential future modes (Streetcar)










How Will We Get There?

Transit Investment Direction and Plan Transitways

- **Set Expectations for Regional Transitway Priorities**
 - Technical Factors:
 - Ridership
 - Access to Jobs and Activity
 - Cost-Effectiveness
 - Existing Land Use
 - Future Land Use and Development
 - Equity
 - Environment
 - Policy Factors:
 - Regional Balance
 - Funding Viability
 - Community Commitment
 - Risk Assessment and Technical Readiness

Current Revenue Scenario Transitways (Funded Projects In the Plan)



-  Northstar Line
-  Blue Line
-  Green Line
-  Arterial BRT
-  CTIB Phase I Program of Projects under study mode and alignment not yet specified
-  Regional Multimodal Hub
-  Red Line
-  Orange Line
-  Gold Line

How Will We Get There?

Transit Investment Direction and Plan Transitways

- Gold Line Dedicated BRT (**new**)
- Highway BRT
 - Red Line (existing) CTIB Priority Corridors under study:
 - Orange Line (**new**)
- Arterial BRT
 - Snelling Ave (**new**/now existing) Riverview
 - Penn Ave (**new**) Red Rock
 - Chicago-Emerson-Fremont (**new**) Robert Street
- Light Rail
 - Blue Line (existing) and Blue Line Extension (**new**)
 - Green Line (existing) and Green Line Extension (**new**)
- Northstar Commuter Rail (existing)

How Will We Get There?

Transit Investment Direction and Plan Transitways

- **Other Transitway Considerations:**
 - Current plan has aggressive assumptions for competitive federal funding
 - There are opportunities to do more, faster:
 - Lower-cost Arterial BRT
 - Modern Streetcar local funding (City of Minneapolis)
 - A number of corridors under study, but uncertain funding moving forward

How Will We Get There?

Transit Investment Direction and Plan Transitways

Maintain and Operate
Existing System

2015-2040

\$3.6 Billion

Build and Operate
Expanded System

2015-2040

\$8.5 Billion

*Includes \$2.5 B undesignated CTIB revenue

How Will We Get There?

Transit Investment Direction and Plan Bus and Transitways

- **Increased Revenue Scenario**

- Originated with Governor's Transportation Finance Advisory Committee (TFAC) analysis in 2012
- Identified a need for transit system that would keep the region economically competitive

Bus Expansion

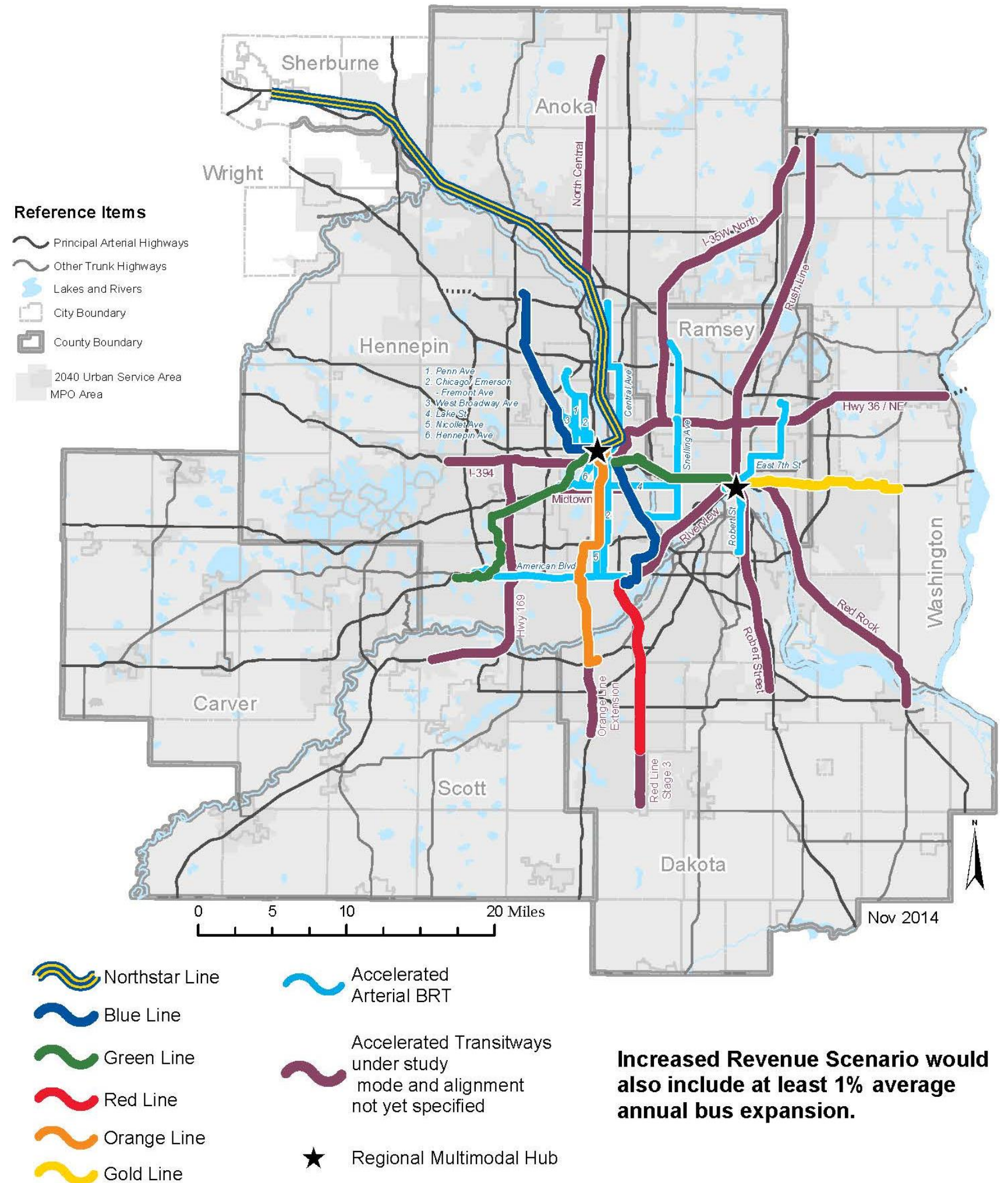
Transitway Expansion

+\$2-3 Billion

+\$5-6 Billion

Increased Revenue Scenario

- 1% annual bus expansion
- Additional and accelerated transitway investments
- *Transitways can move from Increased Revenue Scenario to Current Revenue Scenario with viable funding plan*



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

How Will We Get There?

Land Use and Local Planning

- Residential density requirements supporting transit investment stewardship
 - Depends on community designation level that relates to “stage of development” from Thrive MSP 2040
 - Minimums
 - Rail/Dedicated BRT stations: 20-50 units per acre
 - Highway BRT stations: 10-25 units per acre
 - Arterial BRT: 15 units per acre
 - Targets
 - Rail/Dedicated ROW stations: 40-150+ units per acre
 - Other BRT stations: 20-75+ units per acre
 - Arterial BRT: 15-60+ units per acre
 - Activity guideline of 7,000 people, jobs, or students per station



TRANSPORTATION **POLICY PLAN**

What Changes are Expected in the Plan?

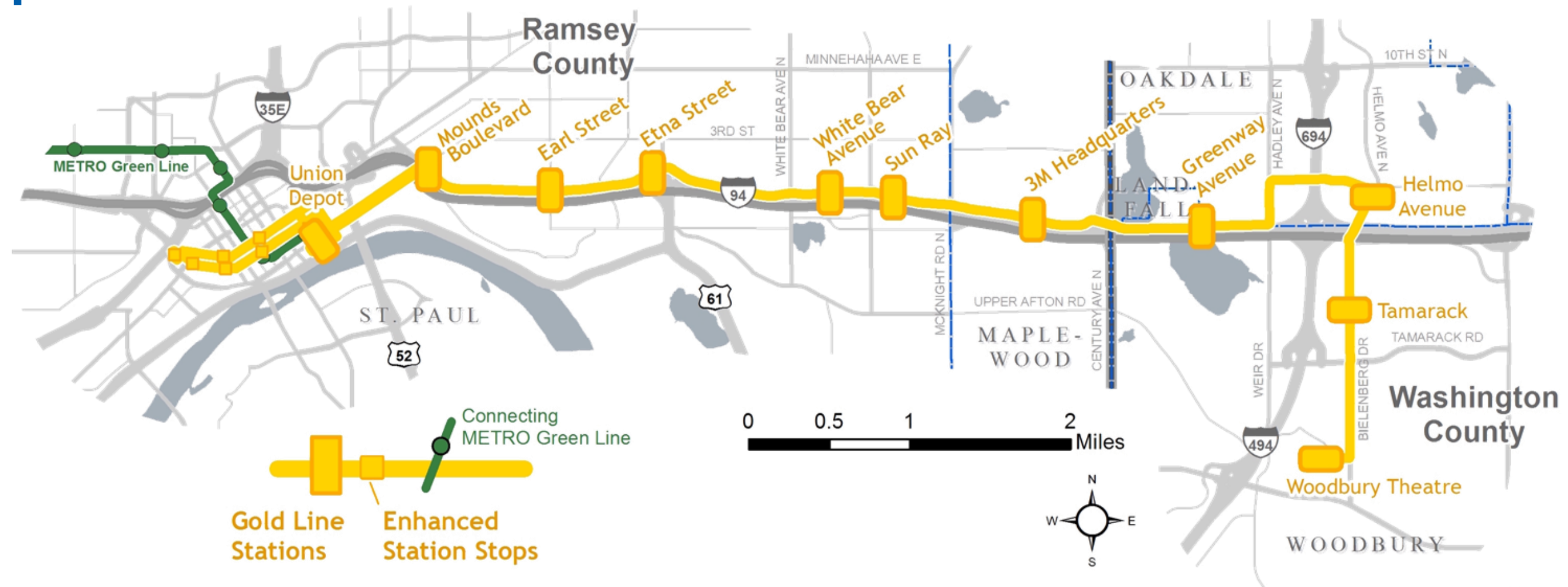
What are the Changes Expected in this Plan?

- **Counties Transit Improvement Board Dissolution**
 - 5-county 1/4 cent = \$120 M/year
 - Major current source of capital and operating funding for existing and future transitways
- Counties intend to implement individual sales taxes (1/4-1/2 cent) for transportation, all modes eligible
- Expected to replace unreliable state share of transitway capital
- May allow for additional projects to be funded

What are the Changes Expected in this Plan?

Project Updates

- METRO Gold Line
- Revised LPA alignment adopted in early 2017
- Updated costs



What are the Changes Expected in this Plan?

Project Updates

- METRO Green Line Extension (Light Rail): Updated costs and station locations
- METRO Blue Line Extension (Light Rail): Updated costs
- METRO Red Line Future Stages (Highway BRT): Updated implementation plan
- METRO Orange Line (Highway BRT): Updated alignment and stations
- C Line/Penn Ave (Arterial BRT): Updated alignment and station plan

What are the Changes Expected in this Plan?

Corridor Study Updates

- Nicollet-Central: Environmental work
- Red Rock: Implementation Plan updates
- West Broadway: LPA recommendation
- Rush Line: LPA recommendation
- Riverview: LPA recommendation
- Highway 169: Transit recommendations

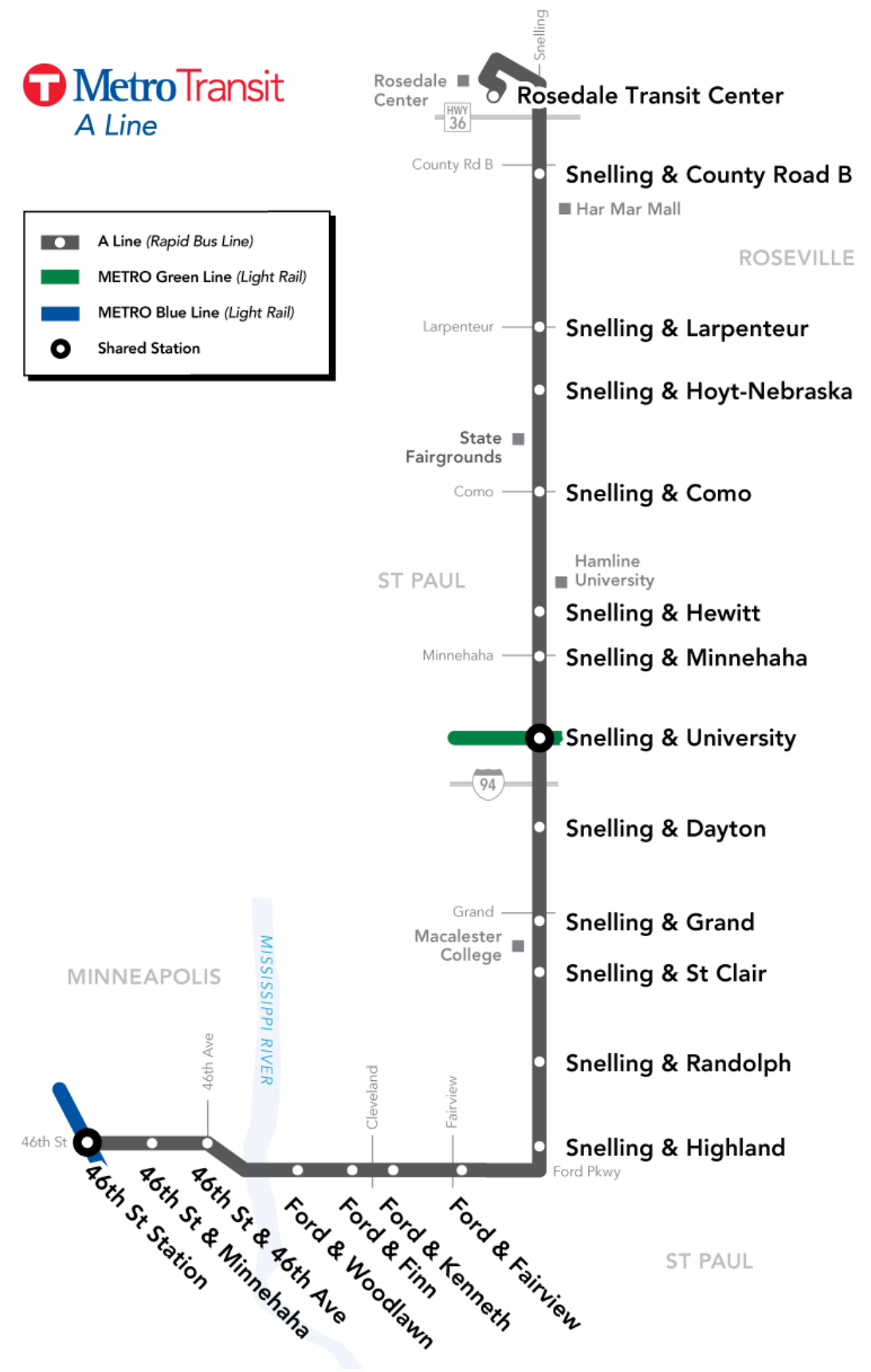
What Changes are Expected?

Arterial Bus Rapid Transit Discussion

- A Line opening and success story
- Progress on multiple corridors (Penn Ave, Chicago-Emerson-Fremont, Lake St, Hennepin Ave)
- Additional funding secured through Regional Solicitation, other sources
- Incremental phased build-out possible
 - Stations
 - Buses
 - Service
 - Other amenities

What Changes are Expected?

Arterial Bus Rapid Transit Discussion



What Changes are Expected?

Arterial Bus Rapid Transit Discussion

- Projects open or with (mostly) full funding plan:
 - Snelling Ave
 - Penn Ave
- Projects with partial funding for elements of Arterial BRT that can be done independently:
 - Chicago-Emerson-Fremont Ave
 - Lake St
 - Hennepin Ave

What Changes are Expected?

Work Program Items

Changes Expected:

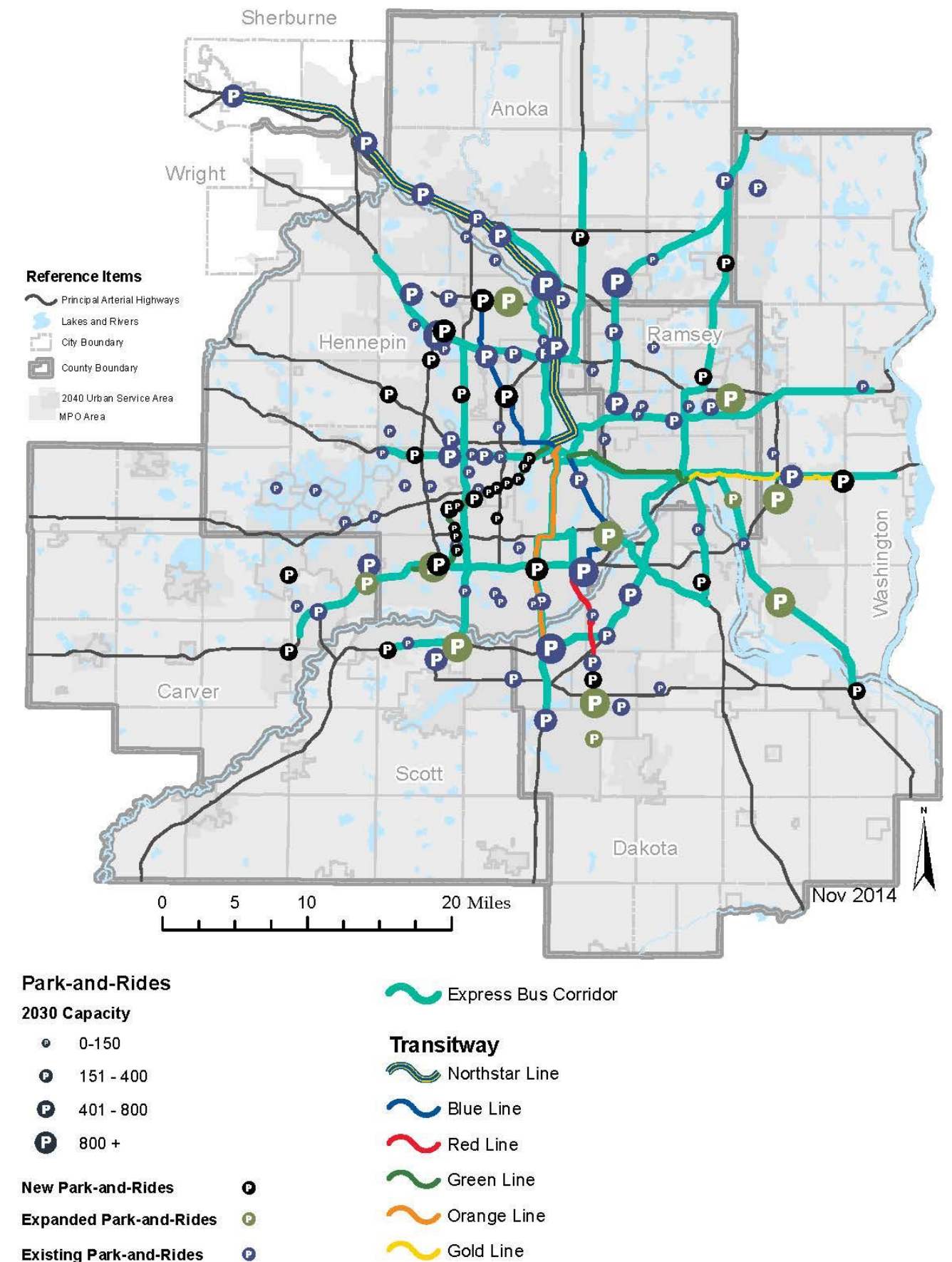
- Park-and-Ride Plan
 - 2040 demographic updates
 - Model refinement

- Bus Stop Facility Guidelines

Minimal Changes Expected:

- Setting Transitway Priorities
- Streetcar Policy
- Regional Transitway Guidelines
- Regional Service Improvement Plan

2030 Park-and-Ride System and Express Bus Corridors



What Changes are Expected?

Other Items

Changes Expected:

- Shared Use/First Last Mile
- Role of Regional Solicitation Funding
- Asset Management/State of Good Repair
Federal Requirements

What's Next?

Future Meeting Schedule

Month	Topic(s)
June	Transit
July	Highway and Freight
August	Bike/Ped and Other
September	Aviation and Other