



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

## Highway and Freight Investment Direction and Plan Revenue and Investment Summary

TAC Funding and Programming  
December 21, 2017

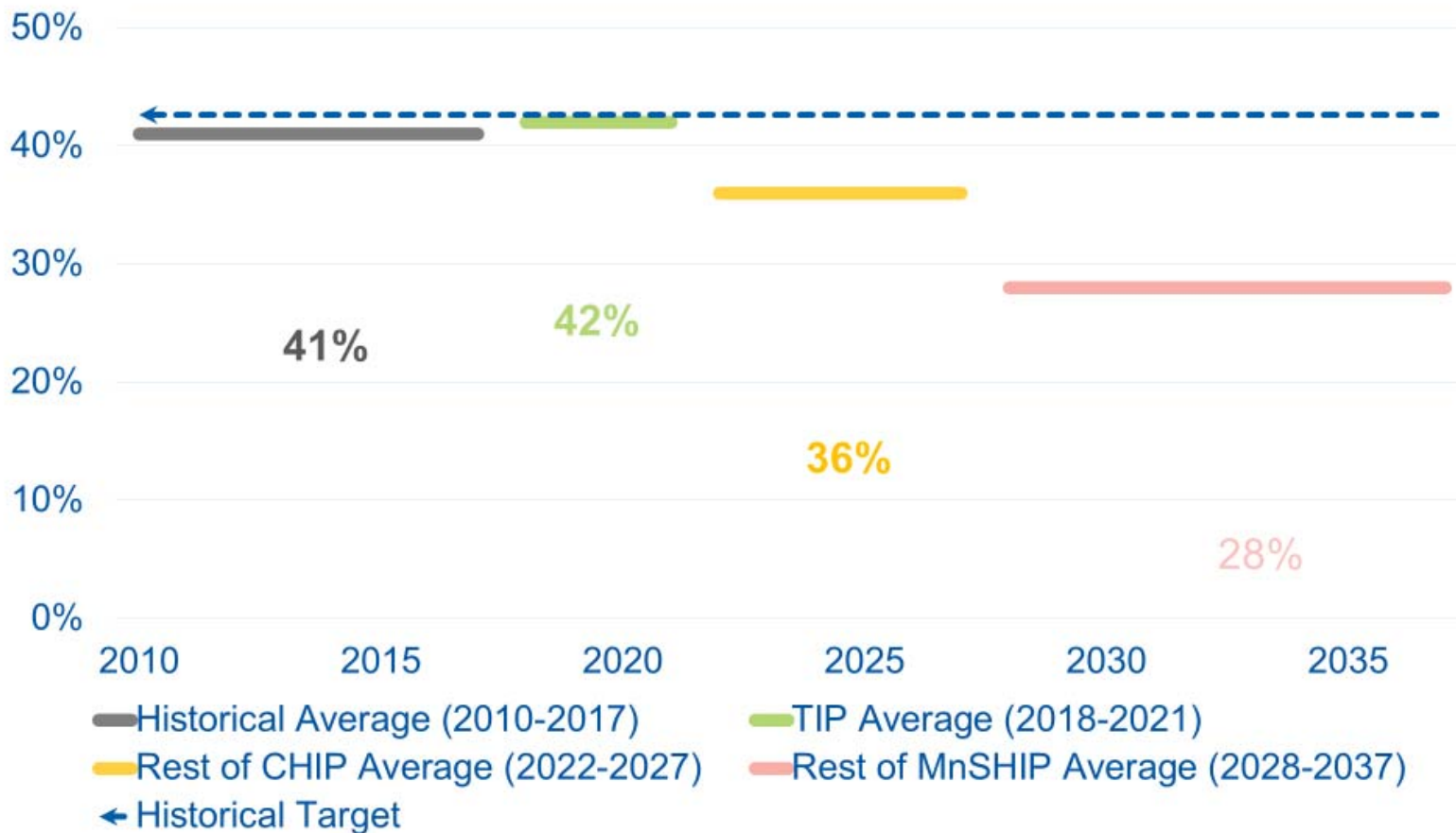
# Highway Funding Big Picture

- Historic Revenue Formula: 42.6% of MnDOT funds go to the Metro
- Recently MnDOT moved to performance-based planning for pavement and bridges
  - No performance target for congestion yet
- More miles of pavement and more bridges in Greater MN and less expensive projects
- MnDOT's long-range plan shows metro revenue share dropping to 36% 2022-2028; 28% beyond

# Results

- Pavement and bridge funding is sufficient in the Metro to largely meet 10-year targets
- To meet statewide pavement and bridge targets, requires MnDOT to shift funds to Greater MN
- Result is \$0 to metropolitan area mobility (expansion) projects after 2023
- Both asset preservation and mobility/congestion relief are important for the state

# MnDOT Share to Metro District



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

# MnDOT Share to Metro

- Statewide spending increases; however,
  - Spending declines in Metro from \$323M/year to \$308M/year
  - Spending increases in Greater MN
- 94% of net population growth in MN anticipated in Metro

	Average Annual Investment*		Population in 8 Counties	
	STIP 2018-2021	CHIP 2022-2027	Current [2015]	Share of Growth [2015-2040]
<b>Metro District</b>	<b>\$323 M</b>	<b>\$308 M</b>	<b>56%</b>	<b>94%</b>
<b>Greater MN Districts</b>	<b>\$435 M</b>	<b>\$559 M</b>	<b>44%</b>	<b>6%</b>

Source: MN State Demographic Center, MN Dept. of Administration

# MnDOT Share to Metro

- To get to 42.6% for 2022-2027, Metro requires \$644 M more
- To get to 42.6% for 2028-2037, Metro requires \$3.0 B more
- Small bright spot is MnDOT's freight solicitation: 80% of \$93M to Metro
- Metro benefits from fair and equal comparison with other districts

# Agency Cooperation, Next Steps

- Council/MnDOT meetings to understand issues and identify potential solutions
- As a first response, MnDOT approved an additional \$20M/year for mobility (as opposed to \$0 past 2023); does not solve the issue in short or long-term
- MnDOT decisions expected by the end of January
- One option is continue current mobility funding levels (i.e. add \$50 M/yr) past 2023, until next MnDOT long-range plan update (expected in 2022) can redirect funds toward Metro
- Additional option is commitment that new funds be directed to mobility projects with competitive selection

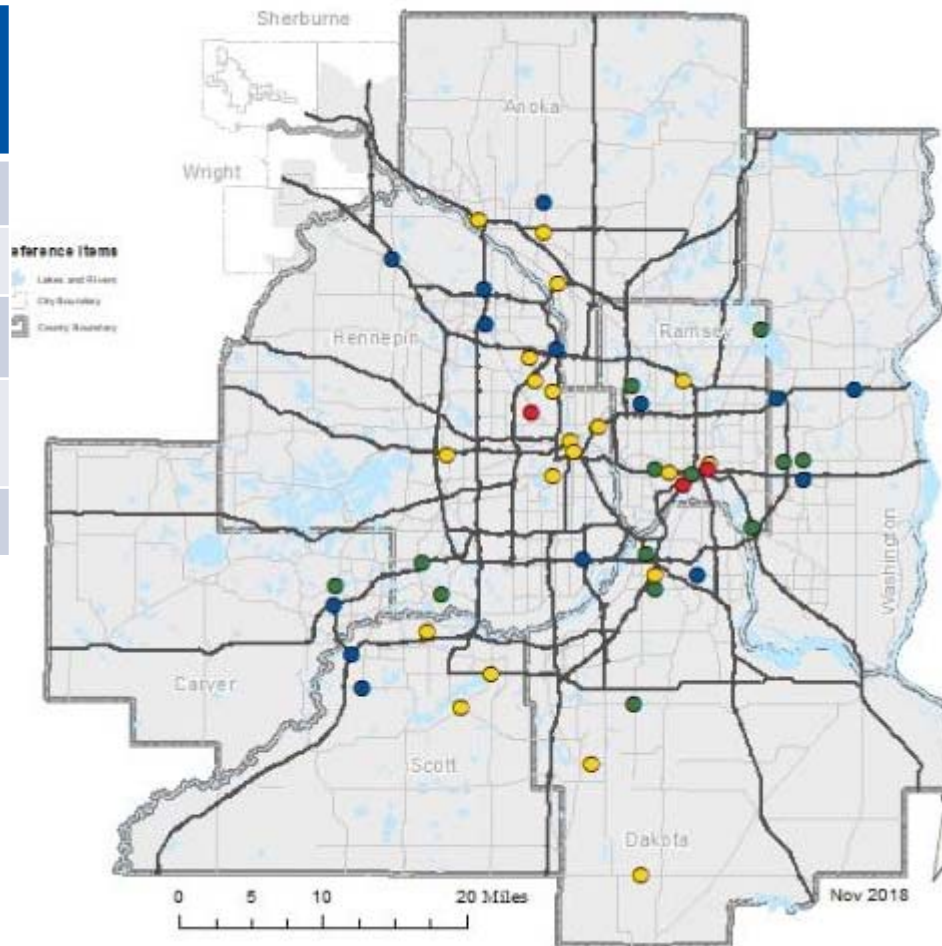


# Regional Solicitation Funding

## 2018-2021 Roadway Awards

Current Revenue Scenario	2020	2015-2040 Total
Bridges	\$5 M	\$150 M
Roadway Expansion	\$22 M	\$670 M
Roadway Modernization	\$22 M	\$670 M
Roadway System Management	\$3 M	\$90 M
<b>Total</b>	<b>\$52 M</b>	<b>\$1.6 B</b>

- Bridges
- Roadway Expansion
- Roadway Modernization
- Roadway System Management





# Congestion Management Process (CMP)

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

# Work Program Items: Highway Studies

- Congestion Management Process (CMP)
- System-to-System Interchanges
- Connected and Autonomous Vehicles
- Others?

Thank you

## Questions?

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