TRANSPORTATION ADVISORY BOARD

Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING
of the
PLANNING COMMITTEE
Thursday, Aug 10, 2017
1:00 PM – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

1) Call to Order

2) Adoption of Agenda

3) Approval of the Minutes from the July 2017 Meeting

4) Info Items
    1. CMSP IV Study (Tony Fischer)
    2. TPP Update - Bike/Ped (Steve Elmer and Heidi Schallberg)
    3. TPP Update - Aviation (Russ Owen)

5) Other Business

6) Adjournment

Full Meeting Packet

TRANSPORTATION ADVISORY BOARD
Metropolitan Council
390 N. Robert St., St. Paul, Minnesota 55101-1805

Notes of a Meeting of the
TAC-PLANNING COMMITTEE
July 13, 2017

MEMBERS PRESENT: Holly Anderson, Bob Byers, Mike Corbett, Bill Dermody, Innocent Eyoh, Jack Forslund, Lisa Freese, Jean Keely, Elaine Koutsoukos, Michael Larsen, Dan McCormick, Ann Pung-Terwedo, Kevin Roggenbuck, Katie White, Rachel Wiken

OTHERS PRESENT: Russ Owen, Neil Ralston, Steve Peterson, Steve Elmer, Jonathan Ehrlich, Taylor Beswick, Carl Ohrn, Steve Wilson, Cole Hiniker, Ashley Hartle

1. Call to Order

2. Adoption of the Agenda

The agenda was amended to change presentation order. White moved, Roggenbuck seconded. Motion passed unanimously.

3. Approval of the Minutes from the June 2017 meetings

White moved, Roggenbuck seconded. Minutes were approved unanimously.

4. Action Items

1. 2017-18: 2018 UPWP (Katie White)

Katie White presented the 2018 Unified Planning Work Program for approval.

The 2017 UPWP had significant changes to structure of the document. The 2018 version is an update of the 2017 document and does not include significant structural changes. Many projects concluded in 2017 and very few carried over to 2018 because of the TPP update process happening now. Two new projects included are Congestion Management Process work and Transit Service Allocation.

White noted there will be some minor financial nubmer changes as this document goes to TAC, as the budget is not yet finalized.

Holly Anderson asked about the CTIB section, if that will be rewritten considering the action to dissolve. White replied that yes, that section will be revised as we know more about how that process will unfold. Motion to recommend for approval, Bob Byers moved, Roggenbuck seconded. Motion passed.

2. 2017-19: MAC – Crystal Airport Long Term Comp Plan (Russ Owen)

Russ Owen and Neil Ralston (Metropolitan Airport Commission (MAC)) presented on the Crystal Airport Long Term Comp Plan (LTCP).

Under state statue, the Met Council must review all LTCPs if the plan is determined to have a multi-city effect or substantial effect on metropolitan development.

Owen reviewed the LTCP requirements – a 20 year planning document focusing on needs, operational parameters, and environmental and financial requirements. They must also be consistent with Thrive MSP 2040.

The Crystal Airport is a primary Reliever airport in the Twin Cities. It accommodates personal, recreational and business aircraft. Primary objectives of the LTCP are to better align the infrastructure with demand levels, preserve and improve operational capacity, and enhance safety.

The LTCP includes removing some taxi space to reduce conflicts, keeping the turf runway (after strong feedback in support of this), new pavement to main a runway extension, and removing obstacles (ie trees).

Twenty seven comments were received in the first round of commenting. Common themes in comments were supporting the runway extension and keeping the turf runway. Comments from the public (vs airport users) focused on noise and landuse around the airport. \

City of Crystal has given a letter of support for the LTCP.

Several committee members asked questions about type of aircraft and type of travel seen at that airport. Most are recreational or personal flights, with some smaller business traffic. There is a flight school at the airport as well as a propeller repair service.

Ann Pung-Terwedo asked how the airport runway length and landuse compared to Lake Elmo airport in Washington County. Ralston replied that they have similar runway lengths but Lake Elmo is in a less developed area.

Motion to recommend, White moved, Koutsoukos second. Motion passed.

5. Info Items

1. Transit Onboard Survey Results (Jonathan Ehrlich)

Jonathan Ehrlich presented some early results from the Travel OnBoard Survey.

The onboard survey is conducted every five years on fixed route bus and rail system. Funding for this survey came from TAB/Regional Solicitation and from other local sources. The Met Council partnered with all the local travel providers to complete this work. Phase 1 of the survey was on/off counts on high ridership lines, collected in the Spring-Summer of 2016. Phase 2 of the survey was full origin-destination survey, which was a detailed questionnaire filled out while on transit, collected Summer-Fall of 2016. Ehrlich presented selected data on demographics, ride purpose, and the effects of the Green Line on ridership. Full charts can be seen here https://metrocouncil.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2017/TAC-Planning-Committee-7-13-17/5-OBS_TAC-Planning-July-2017.aspx

2. TPP Update – Highways and Freight (Steve Peterson and Tony Fischer)

Steve Peterson and Tony Fischer presented the highways system update in preparation for the Transportation Policy Plan Update. They asked the committee for reactions to high level concepts, clarifying the “story”, ideas for changes, and items for future discussion.

Like other system updates for the TPP, they started with “Where are we now?” – current conditions and current policy. They moved into what’s changing – updates on studies and known policy direction. Steve Elmer joined to present some details on the freight system and policy direction.
Full length slide show available online
https://metrocouncil.org/Council-Meetings/Committees/Transportation-Advisory-Board-TAB/TAB-Technical-Advisory-Committee/TAC-Planning-Committee/2017/TAC-Planning-Committee-7-13-17/3TAC-Planning_Highways_07_13_17-final-Copy.aspx

3. Bike Barriers Study – Steve Elmer

At the end of the meeting, Steve Elmer quickly reviewed the Bike Barrier Study. This study was a region wide review of the major physical barriers to bicycling (rivers, railroads, freeways). It will identify and rank new crossing opportunities and locations. This study focused on the Regional Bikeways Transportation Network (RBTN). The final study will be completed in the fall of 2017.

6. Other Business

The regional solicitation will be released in early 2018. Before the release, a functional class map must be approved for use during evaluation of projects. The deadline for submissions for functional class changes to be considered for that map is Sept 1, 2017. Following the meeting, an email was sent out to gov delivery and committee mailing lists with this info.

7. Adjournment

adjourn at 3:12 pm

Congestion Management Safety Plan

Michael Corbett| State Program Administrator

TAC Planning

August 10, 2017

DEPARTMENT OF TRANSPORTATION

Agenda

	Topic
1	What is the Congestion Management Safety Plan (CMSP)?
2	Relevance to Congestion Investments
3	Approach and Methodology
4	Current Analysis and Next Steps

What is the Congestion Management Safety Plan?

- A unique initiative aimed at identifying Highway investment solutions that can be quickly implemented at lower costs than traditional projects (e.g. adding new lanes or bridges)
- Goals are to address congestion, safety and travel time reliability concerns
- Focus is on MnDOT freeways & highways in 8-county metro

What is the Congestion Management Safety Plan?

- Solutions strive to:
  - Use existing pavement and right-of-way
  - Be implemented in one construction season
  - Take advantage of other upcoming funded projects
  - Be less than one mile in length
  - Fine-tune the system rather than expand it

Project Examples

Congestion Management Safety Plan

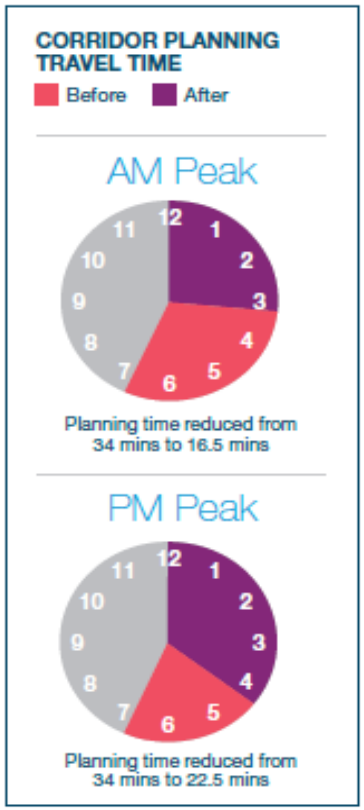
I-494

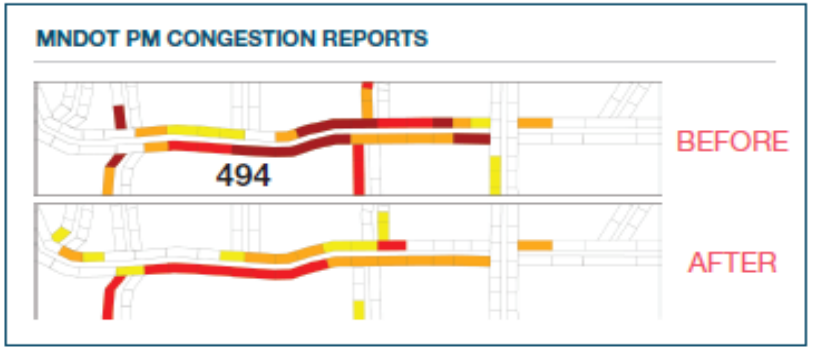
Westbound auxiliary lane between northbound I-35W loop and France Avenue

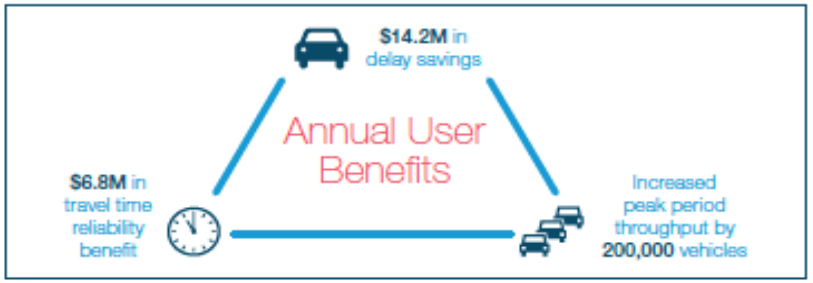
Solution Concept

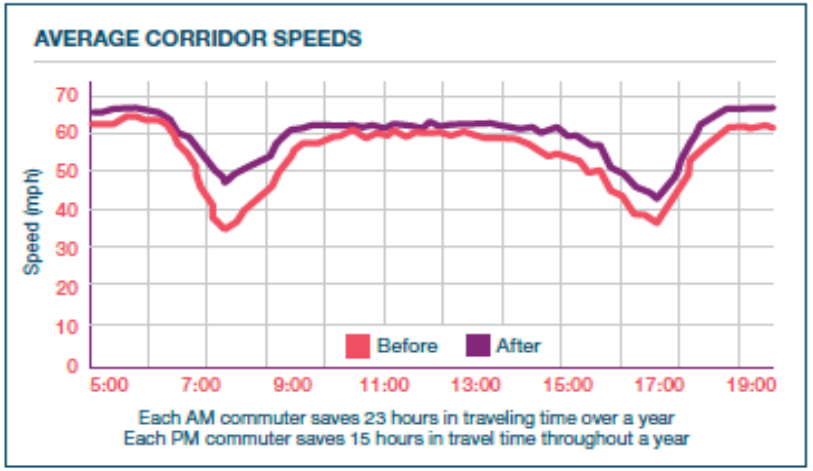
Year Built: 2013
Construction Duration: 1 year
Cost: $4M

I-494 is a principal arterial freeway that makes up half of the beltline surrounding the Twin Cities metro area. I-494 serves a large variety of regional and local trips, and provides access to numerous north-south principal arterials including TH 212, US 169, TH 100, I-35W, TH 77. The section of I-494 between France Avenue and I-35W is routinely one of the most congested segments of freeway in the entire Twin Cities metro. A combination of entering, weaving, and heavy through traffic contributes to both a.m. and p.m. peak hour congestion issues.









Project Examples

Congestion Management Safety Plan

TH 100 at I-694

Two-lane northbound on-ramp from TH 100 to eastbound I-694 and re-stripe

Solution Concept

Year Built: 2007
Construction Duration: 1 year
Cost: $190,000

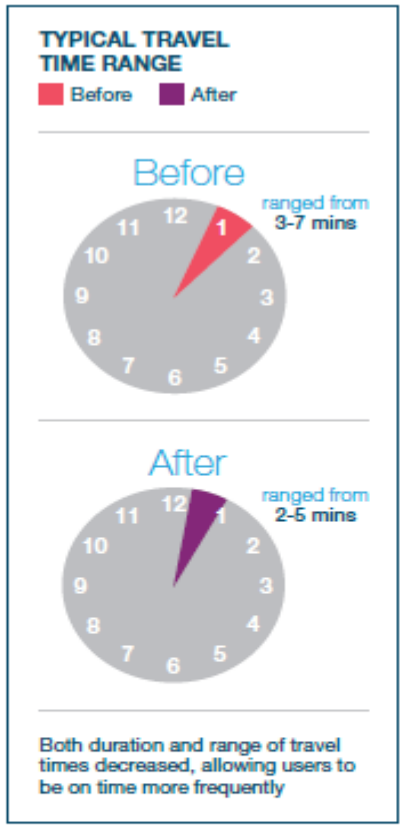
TH 100 northbound from France Avenue to I-694 eastbound was unchanged in the freeway conversion of TH 100 (TH 55 to France Avenue). This segment's single-lane entrance onto I-694 eastbound had been adequate for the TH 100 expressway. The conversion to a freeway fed more traffic into the entrance and developed a two-mile congested queue on the roadway segment. This was exacerbated by the shifting traffic patterns as a result of the I-35W bridge collapse.

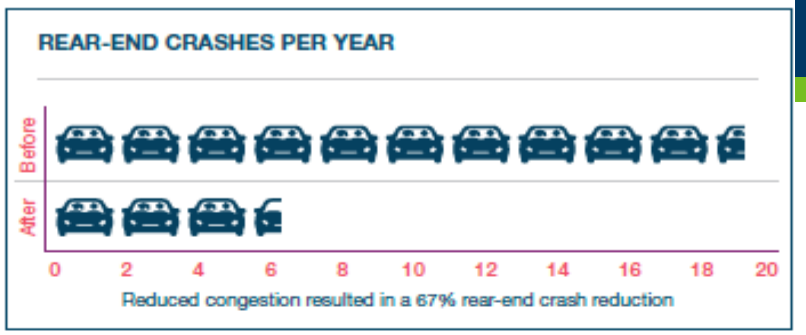
This project provided a two-lane northbound ramp from TH 100 to eastbound I-694 This project was completed as part of the I-35W Bridge Traffic Restoration efforts.

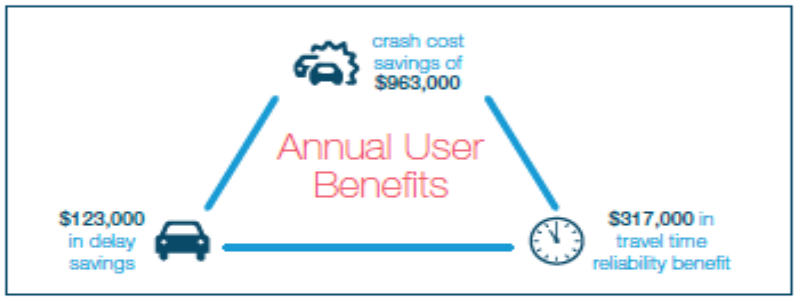
The traffic improvement and low impacts demonstrate that striping and lane-alignment modifications can be effective solutions.

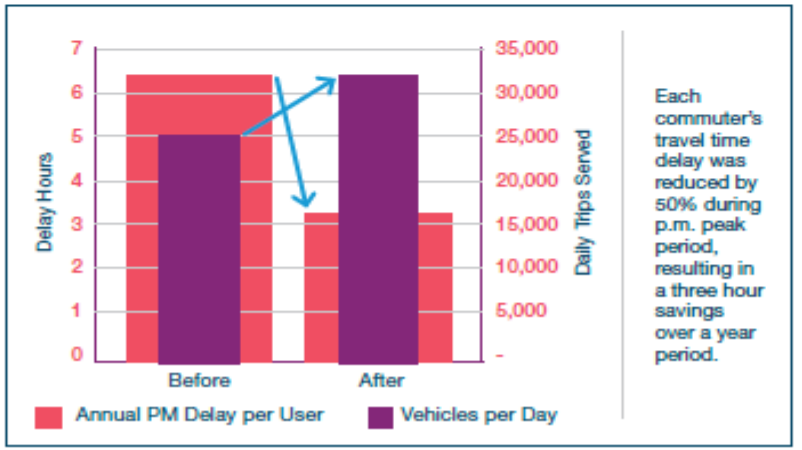
Low cost

Duration of congestion decreased by 1Hour









Project Examples

Congestion Management Safety Plan

TH 61 / TH 55 and 10th St.
Eastbound double left-turn lane

Solution Concept

Year Built: Fall 2015
Construction Duration: 1 year
Cost: $356,378

The intersection of TH 61 and TH 55 is located in the City of Hastings. TH 61 through town was expected to operate poorly when the new TH 61 Bridge was constructed. Buildings and direct access to TH 61 makes it difficult to increase capacity.

This project was an individual project that was built by itself. It was constructed quickly with a very short construction timeline (3 weeks).

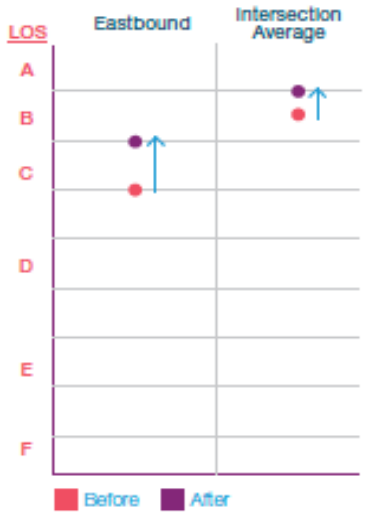
Cooperation from the City and adjacent developments allowed for the project to go smoothly.

Low cost

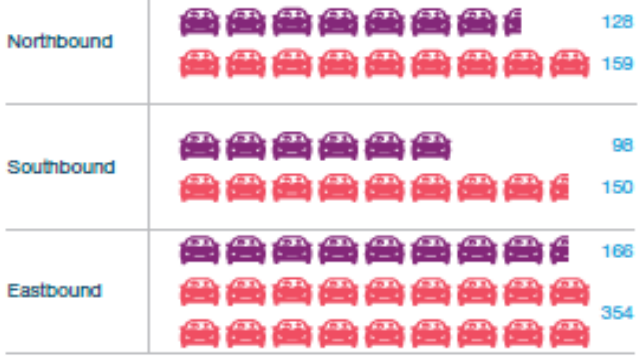
Annual delay savings of $68,000

Before After

PM INTERSECTION LEVEL OF SERVICE



ESTIMATED PM PEAK QUEUE LENGTHS *(FEET)* Before After

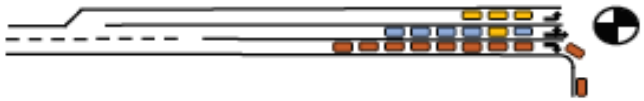


Additional capacity on the eastbound approach also benefits queue lengths and vehicle delay on the other approaches

BEFORE

High number of right-turn movements blocked from taking right-turn on red gaps due to through movement vehicles waiting at red signal

AFTER



Separation of movements increases right-turn capacity

Why Pick this type of approach?

- Realization that building our way out of congestion is not a feasible approach
- Impacts to environment and communities would be severe to catastrophic
- Right-of-way acquisition costs would be prohibitive in some areas
- Revenues to fund the expansion fall significantly short
  - Study estimated a need of $40B, revenues were $6B
  - Gas tax would need to increase by $2.30 per gallon

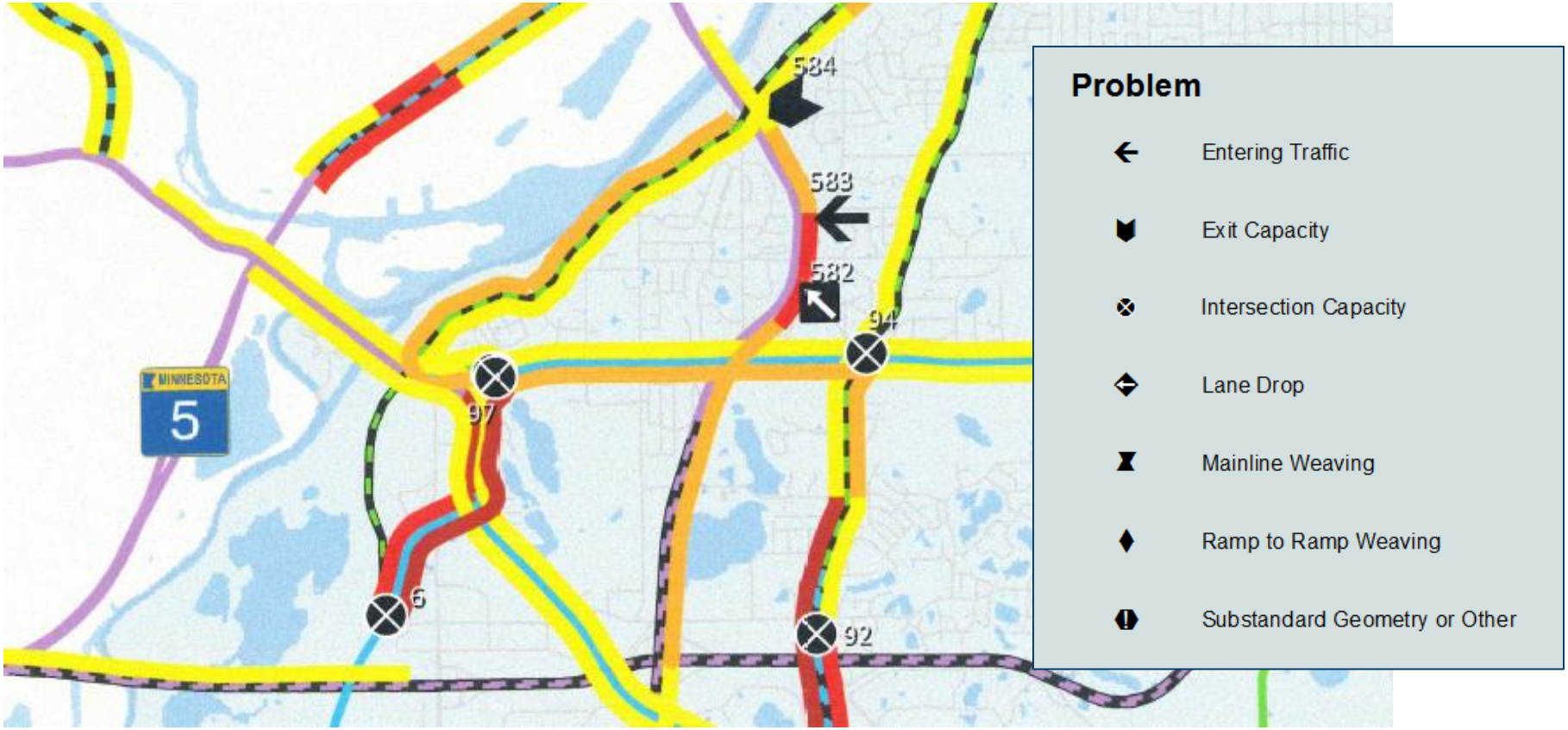
Relevance to Congestion Investments

- Direction from recent MnDOT and Met Council long range plans realize constraints (environmental, political, funding) and set priorities for investment on our transportation network:
  - Preservation Only
  - Active Traffic Management
  - Congestion Management Safety Plan
  - MnPASS
  - Strategic Capacity
- Congestion Management Safety Plan approach offers a more efficient use of limited resources

Approach and Methodology

- First, traffic volumes, travel times, and crash data was collected for all MnDOT roadways in the Metro area
  - Volume and travel time data came from our loop detectors and 3rd party GPS data for the year 2015
  - Crash data covered a three year period from July 2012 to June 2015
- Underlying causes of congestion or crashes were analyzed
- Analysis of over 600 locations led to the development of the "System Problem Statement"

Approach and Methodology



Approach and Methodology

- 600 + locations assessed for the magnitude of congestion, safety and reliability costs
- Goal was to select around the costliest 10 % of the problem locations (around 60 locations)
- Problem locations that were programmed for improvements within the next 4 years were also excluded

Approach and Methodology

- Several Design workshops were held to identify possible solutions for approximately 60 locations
- Workshop teams included MnDOT area engineers, managers, traffic engineers (freeways, signals), Met Council, and Federal Highway Administration, plus consultant design and construction staff
- Over 80 solutions were recommended for further analysis

Current analysis and Next Steps

- Solutions are being subjected to a secondary screening
- The 80+ solutions are being subjected to benefit costs analyses
  - Solutions should provide benefits by reducing delay and crash costs
  - Costs to build the projects are being estimated
- Return on investment estimated for each solution
- Solutions sorted into “high”, “medium” and “low” tiers based on return on investment


ANOKA
HENNEPIN
RAMSEY
WASHINGTON
CARVER
SCOTT
DAKOTA
LE SUEUR
RICE
Minneapolis
St. Paul
DRAFT
Legend
Solution Ranking
Top Tier
Mid Tier
Bottom Tier
Concurrent Study & CMSP 3 Locations
Top Tier
Mid Tier
Bottom Tier
0
5
10
Miles

Current analysis and Next Steps

- “High” tier solutions will be subjected to further analysis
- Preliminary scoping of refined solutions
- Project selection
- Coordinating meetings and public outreach
- Projects from the CMSP study will be included in the Metropolitan Council’s TPP
  - Project List requires coordination between MnDOT and Council
  - Some solutions changing categories based on several factors

DEPARTMENT OF TRANSPORTATION

Thank you!

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Thrive MSP 2040

TRANSPORTATION POLICY PLAN

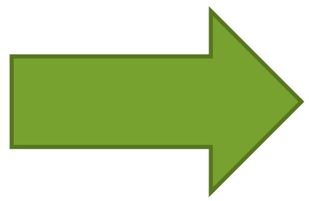
Bicycle and Pedestrian Chapter TPP Update Overview

TAC Planning
August 10, 2017

Bicycling & Walking in the Twin Cities

- Where are we now?
  - The Bike-Pedestrian “system”
  - Current trends
  - New developments

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



- What changes are expected in this update?

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TRANSPORTATION POLICY PLAN

Where are we now?

Bicycling & Walking in the Twin Cities

Current TPP

Purpose of Bike/Ped Chapter to:

- Describe trends in biking/walking for transportation
- Report new developments in planning and infrastructure
- Set region's vision for bicycle infrastructure planning and investment.
- Provide/highlight pedestrian/bike planning best practices
- Provide regional guidelines for investment through city, county, state & Regional Solicitation funds.

Bicycle System Facilities

Bicycle Infrastructure consists of:

- Protected bikeways
- On-street bike lanes (incl. buffered)
- Off-road trail networks (paved)
- Designated bike parking facilities
- Route & wayfinding signage
- Bike-specific traffic signals

Pedestrian Facilities

- Infrastructure consists of
  - Sidewalks, curb ramps, & streetscaping
  - Street intersection treatments (crosswalks, curb extensions, signals, medians, etc.)
- Multi-use trails play vital role in accommodating pedestrians
  - Regional trails
  - Local, street-adjacent trails
  - Local off-road trails

Biking & Walking Trends

- Will reiterate 2000-2010 trends from Travel Behavior Inventory
- Include recent updates from federal, city, and/or state data reports
- More people actively walking & biking for transportation and recreation
- More biking occurring in winter months

Biking & Walking Trends

- Pedestrians overrepresented in region's traffic fatalities
- FHWA emphasis on ADA compliance – Title II requirements for public agencies with self-evaluations or transition plans

Regional Bicycle System Inventory

Regional Bicycle System Mileage Summary

Type	On-Street Bikeways	Off-Street Trails	Undefined	Total
Existing	1,878	2,030	--	3,908
Planned	1,032	820	1,013	2,865
Total	2,910	2,850	1,013	6,773

New Developments
Bicycle Infrastructure

Protected “separated” bikeways are being planned and implemented by cities and counties

- Minneapolis
  - Amended Bicycle Master Plan with Protected Bikeways Update (2015)
  - Goal to construct 30 miles by 2020
- Saint Paul
  - Amended city Bicycle Plan to include the downtown “Capital City Bikeway” (partly constructed)
  - Complete 4-mile loop of Downtown to be implemented with connections to other bikeways

New Developments

Bicycle Infrastructure

- Hennepin & Ramsey Counties have included protected or separated bike facilities in their updated bike & pedestrian plans
- Other counties and suburban cities are updating plans and may consider protected bikeway components
- Major bridges over the Mississippi & Minnesota Rivers were constructed with new bikeways
  - Lafayette Bridge, St Paul
  - US 169 Bridge, Shakopee & Eden Prairie
  - New TH 36 Bridge
  - Others planned for adding new bikeways (I-35W)

New Developments
Pedestrian/Bike Data Collection

- MnDOT's Bicycle and Pedestrian Counting Initiative
  - Training
  - Permanent monitoring stations (three in Twin Cities)
  - Encouragement to do automated counts – equipment loan program
  - Published a data collection manual to supplement the federal Traffic Monitoring Guide

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2040 Thrive MSP

TRANSPORTATION POLICY PLAN

Where are we headed?

Bicycle & Pedestrian TPP Planning Framework

TPP Planning Framework

Goals	Objectives (Bike/Ped-related Only)
Transportation System Stewardship	• Preserve and maintain bike/ped system in a state of good repair
Safety and Security	• Reduce crashes & improve safety for bike/ped modes
Access to Destinations	• Increase share of trips taken using biking or walking • Improve bike/ped options for all ages & abilities
Competitive Economy	• Improve bike/ped access to job concentrations • Invest in bike/ped infrastructure to attract and retain businesses and residents
Healthy Environment	• Reduce air emissions from transportation sources • Increase availability and attractiveness of biking & walking to encourage healthy communities & car-free lifestyles
Leveraging Investments to Guide Land Use	• Focus growth to support full range of multimodal travel • Encourage local land use/design to integrate all modes

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Thrive MSP 2040

TRANSPORTATION POLICY PLAN

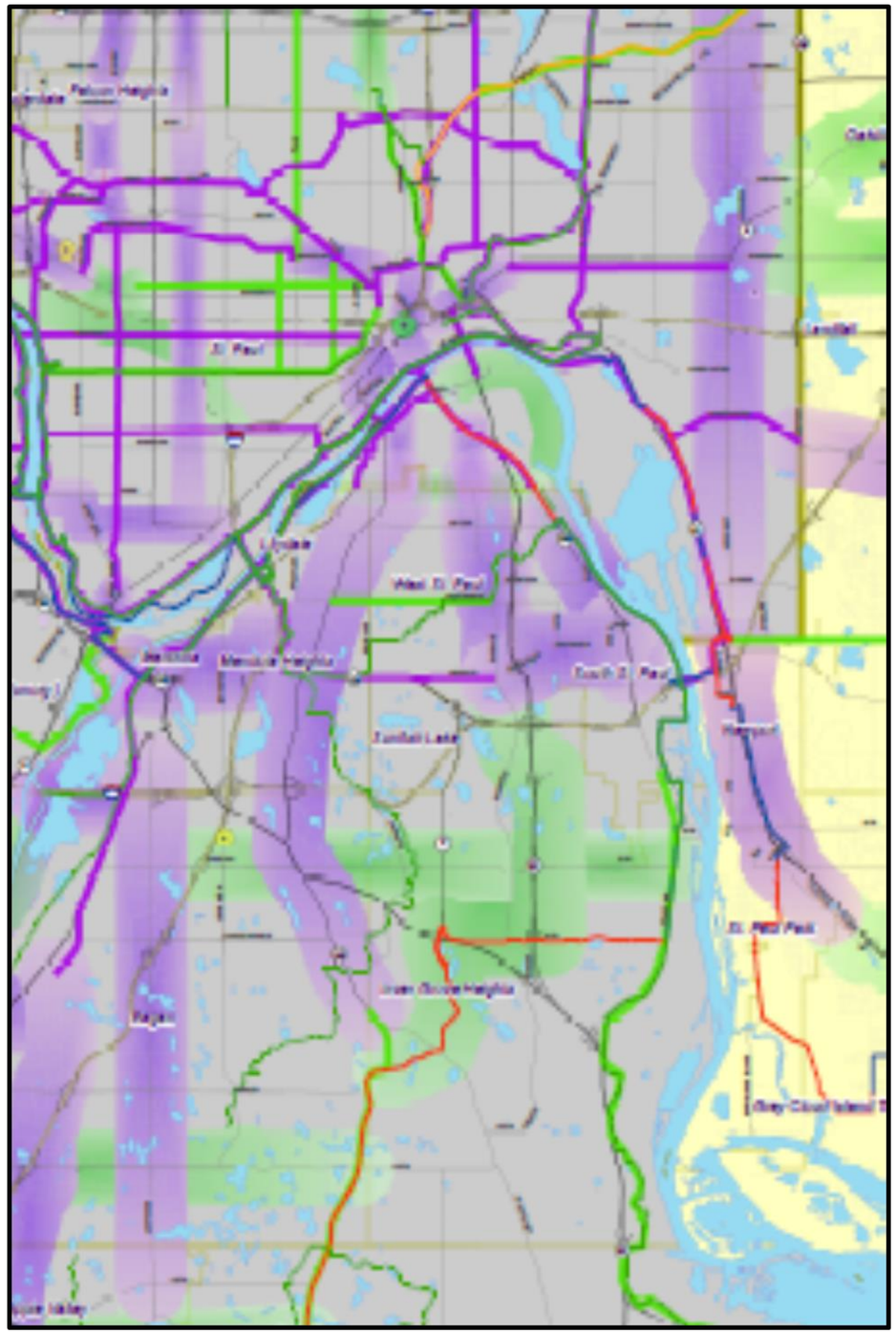
How will we get there?

Bicycle & Pedestrian Investment Direction

Current TPP

Regional Bicycle Trans. Network (RBTN) Goals

- Establish an integrated/seamless network of on- and off-street bikeways
- Provide vision for a “backbone” arterial network for daily bicycle transportation
- Encourage cities, counties, parks agencies, and the state to plan and implement future bikeways



Current TPP
RBTN Guiding Principles

- *Overcome physical barriers &* eliminate system gaps
- Facilitate *safe and continuous trips* to regional destinations
- Accommodate a broad range of cyclist abilities and preferences
- Integrate &/or supplement existing & planned infrastructure
- Consider opportunities to enhance economic development

Current TPP
RBTN Guiding Principles (cont.)

- *Function as arteries* to connect regional destinations & transit system year round
- Provide improved opportunities to *increase bicycle mode share*
- Connect to local, state & national bikeways
- Be *equitably distributed* throughout the region
- Consider regional priorities reflected in adopted bicycle plans
- Follow spacing guidelines to reflect established development and transportation patterns

Regional Bicycle Transportation Network Vision

RBTN Alignments

- Tier 1 Alignments
- Tier 2 Alignments

RBTN Corridors (Alignments Undefined)

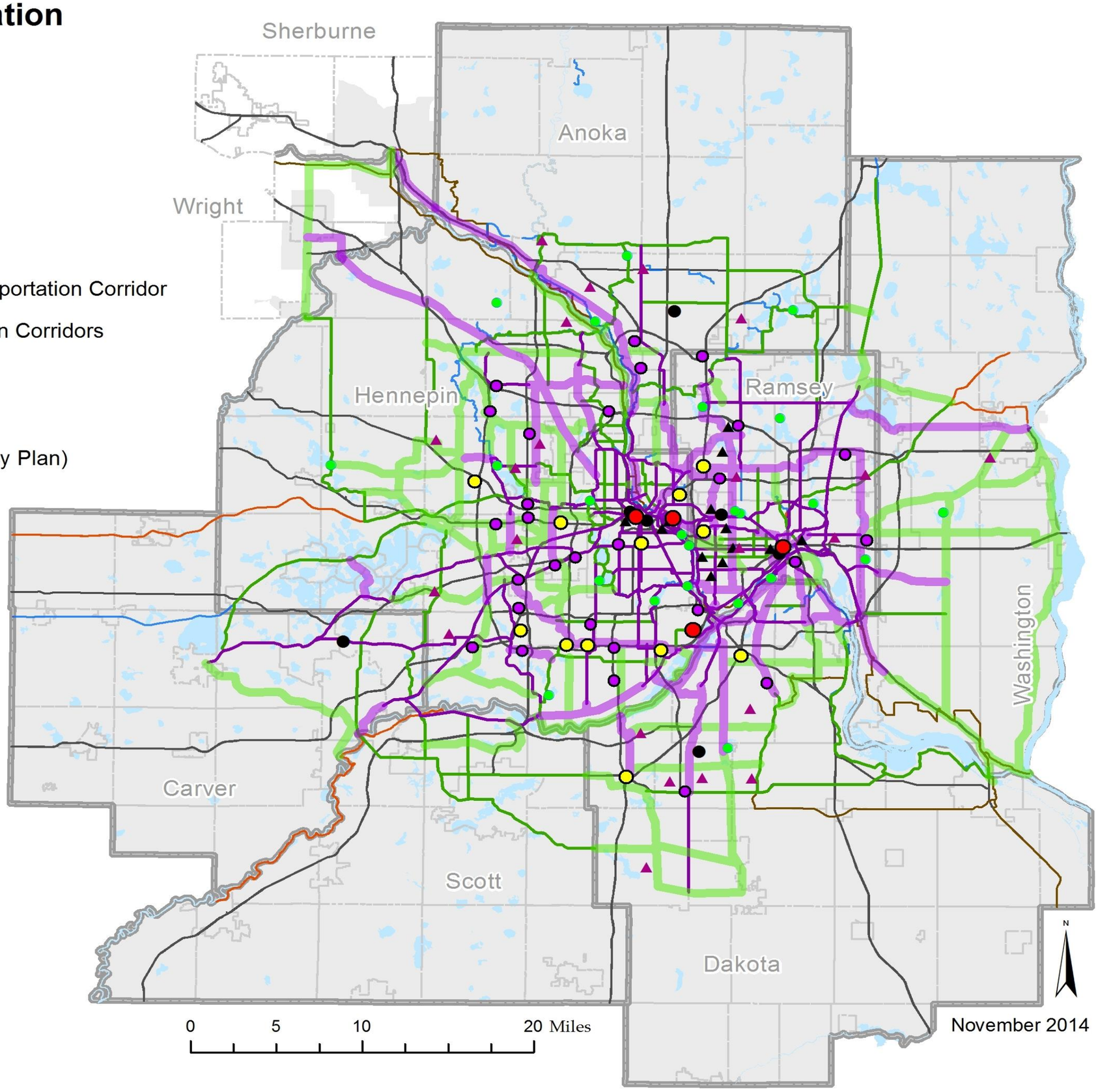
- Tier 1 Priority Regional Bicycle Transportation Corridor
- Tier 2 Regional Bicycle Transportation Corridors

Other Trail Systems

- Regional Trails (Regional Parks Policy Plan)
- Mississippi River Trail (US Route 45)
- State Trails (DNR)

Regional Destinations

- Metropolitan Job Centers
- Regional Job Centers
- Subregional Job Centers
- Large High Schools
- Colleges & Universities
- Major Sport & Entertainment Centers
- Highly Visited Regional Parks



November 2014

Reference Items

- Principal Arterial Roads
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Municipal Urban Service Area
  MPO Area

Investment Direction

Regional Priorities

- RBTN investment
  - Proposed projects that “enhance or complete new segments or connections of the RBTN”
  - Tier 1: Priority regional transportation corridors & alignments
  - Tier 2: RBTN corridors/alignments = 2nd highest priority for transportation investment

Investment Direction

Regional Priorities

- Critical bicycle transportation links
  - Closes a gap in RBTN
  - Improves continuity/connections between jurisdictions (on or off RBTN)
  - Removes a physical barrier (e.g., river, rail line, freeway) & can be on or off RBTN

Investment Direction

Regional Priorities

- Other key prioritization factors
  - Stand-alone pedestrian projects connecting to transit or regional job centers
  - Safety enhancements
  - Cost effectiveness for construction and/or maintenance
  - Multimodal benefits incorporated in roadway projects
  - Bicycle connections to transit
  - Upgrades through existing facility reconstruction

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TRANSPORTATION POLICY PLAN

What Changes are expected for Bike/Pedestrian chapter?

TPP Changes

Incorporation of Studies

Regional Bicycle Barriers Study

- Map of regional barriers
  - Includes streams & rivers, major rail lines, freeways & expressways
- Map of ~ top 150 regional barrier crossing improvement locations (tiered)
- Map of major rivers with existing/planned bikeway crossings
- Update guidelines for regional investment

TPP Changes

RBTN Updates

- Designated alignments w/in existing corridors will be added
- Other changes resulting from county/city meetings and other communications since last update
- RBTN Corridor and/or Alignment adjustments will be proposed
  - New proposed RBTN map will show proposed changes
  - List of changes and planning rationale

TPP Changes

Funding Sources Update

- Federal TAP conversion to Surface Transportation Program Block Grant Set-aside Program (STPBG Set-aside)
- State Active Transportation grant program established in trans. appropriations bill
  - No funds authorized through the legislation
  - Framework for future state funds to be appropriated by legislature & administered through MnDOT

TPP Changes

Funding Sources Update

Regional Solicitation Funding Bike/Ped & SRTS Projects (in $Millions)					
Year	Funded	Requested	% Funded	STP Total to Region	% Total to Bike/Ped
2011	$ 26.23	$ 74.95	35.0%	$ 177.89	14.7%
2014	$ 27.70	$ 63.33	43.7%	$ 189.50	14.6%
2016	$ 36.22	$ 86.43	41.9%	$ 221.17	16.4%

TPP Changes

Other Text Revisions

- Bike/ped safety related to traffic speeds
- Add best practice references:
  - Complete streets design & policy/planning guides
  - Bike & ped data collection & applications
- Direction for local bikeways data updates for regional system inventory
- Information on improving pedestrian safety
- Reinforcement of the need for ADA compliance
- Incorporating other relevant work such as Minnesota Walks (joint MnDOT/MDH) & MnDOT SRTS

Possible Work Plan Items

- RBTN Protected Bikeway Corridors Study
- Analysis of RBTN and local bikeways to regional transit system
- Analysis of pedestrian connections to regional transit system
- Updates to regional bicycle system inventory
- Regional pedestrian and bicycle crash data analysis

Thank you

Questions?

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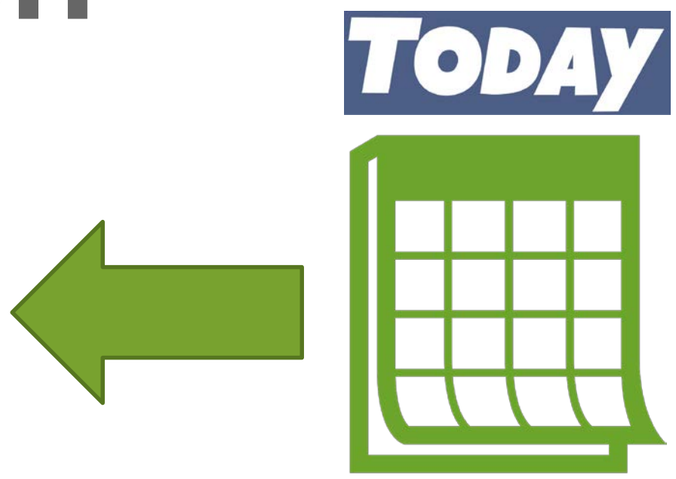
TRANSPORTATION POLICY PLAN

Aviation Direction and Plan Introduction

Technical Advisory Committee - Planning Subcommittee

August 10, 2017

Today's Topics - Aviation



- 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

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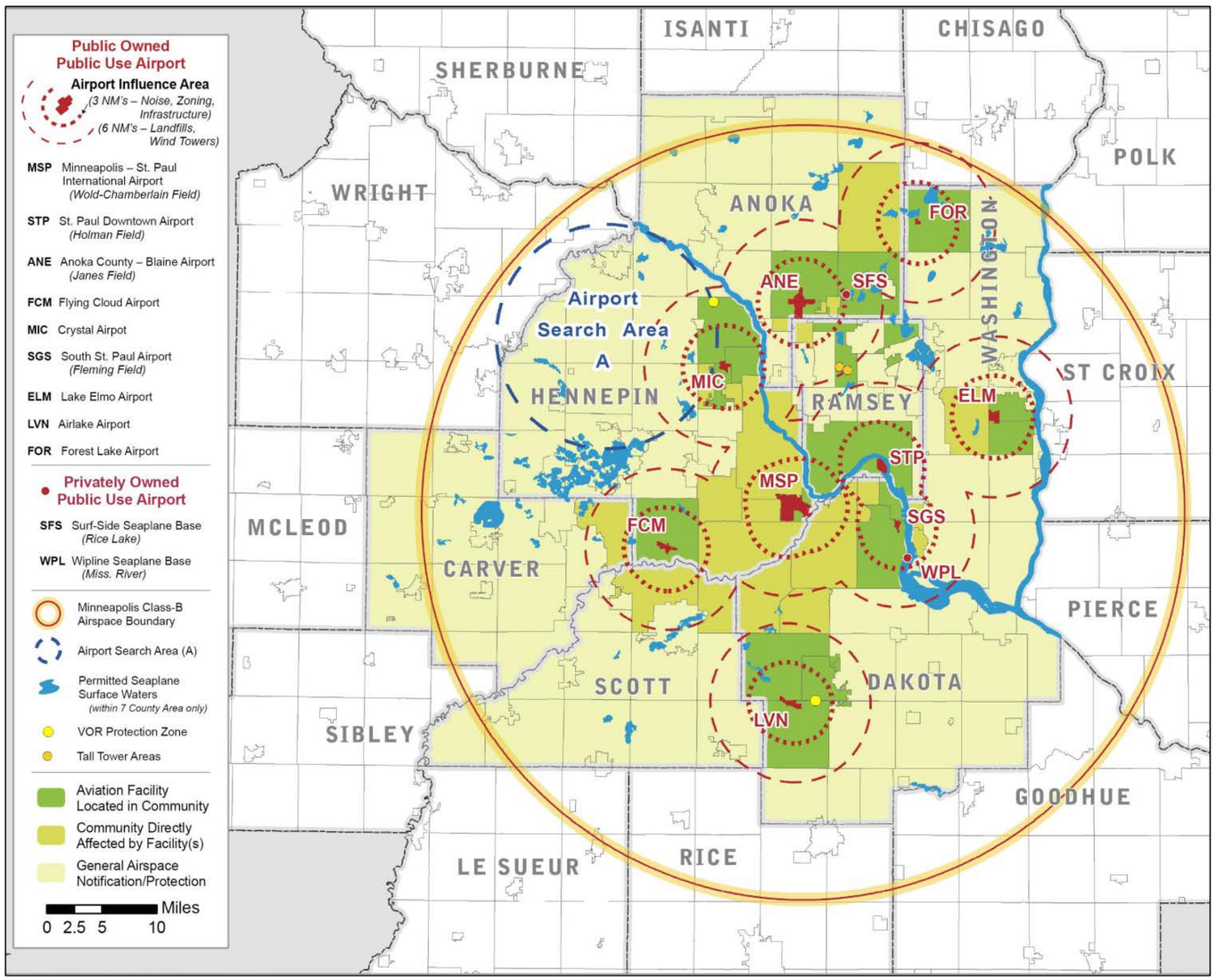
TRANSPORTATION POLICY PLAN

Where are We Now?

Where are We Now?

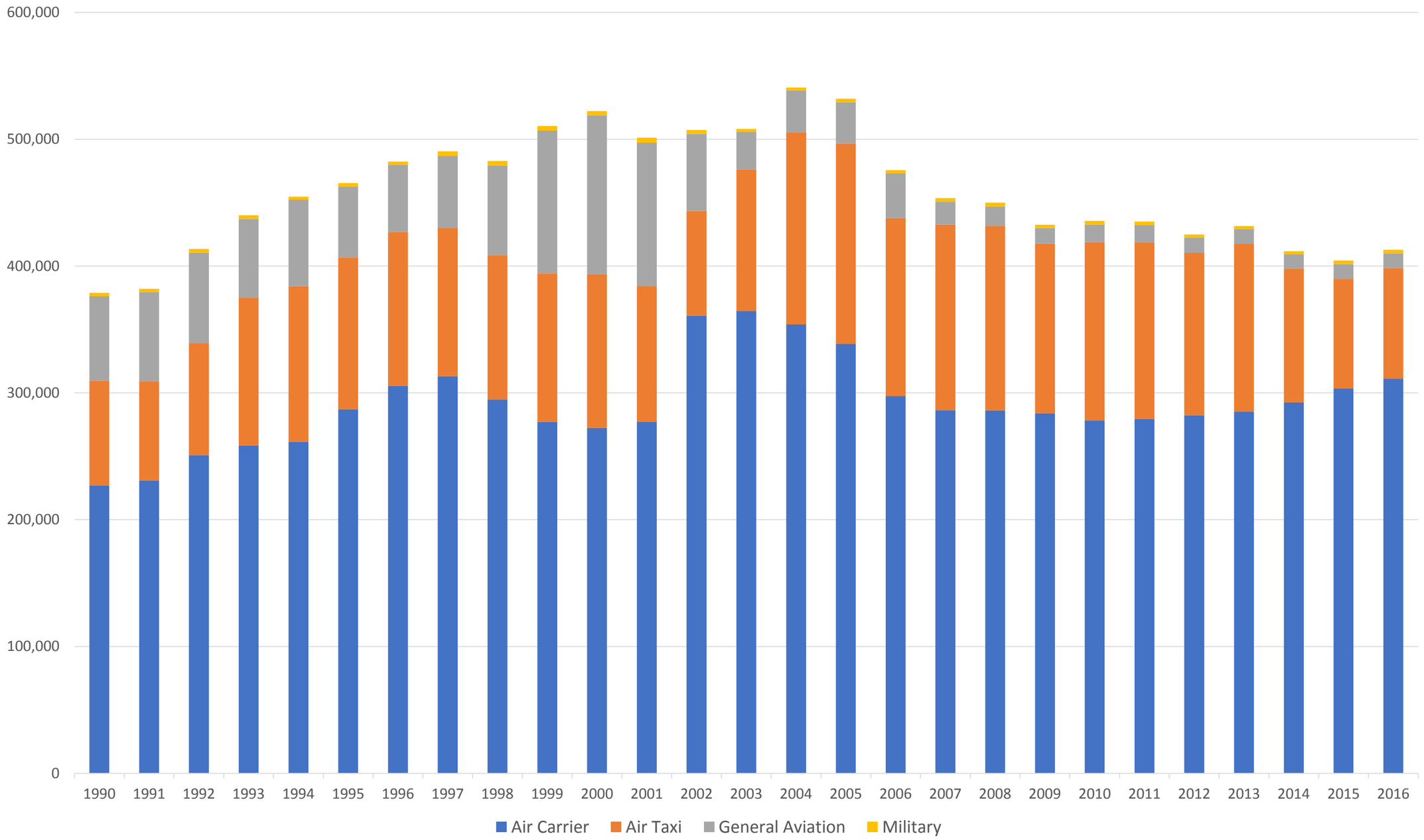
Aviation System



- 9 Airports in the Regional System
- One of the largest airport systems in the country.
- Aviation System consists of more than just airports/seaplane bases.

Where are We Now?

MSP Aircraft Operations



Where are We Now?

System Investments

Recent Improvements:

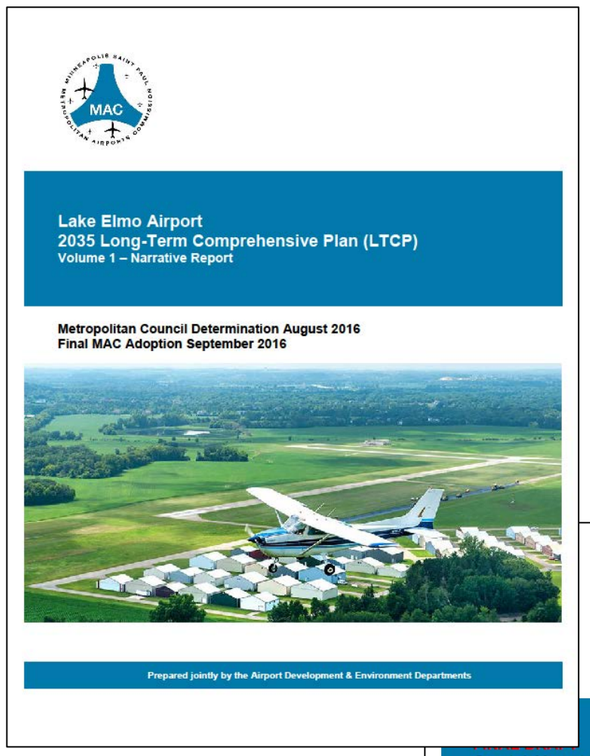
- Minneapolis - St. Paul International
  - Terminal 2, 4 Gate Expansion

- Minneapolis - St. Paul International
  - Hotel under Construction

- Forest Lake Airport
  - Paved Runway in 2016

Where are We Now?

Long Term Comp Plans



- Two LTCP's will be updated by 2018 for the TPP. (Lake Elmo, Crystal)
- MSP, Flying Cloud, Anoka-Blaine, St. Paul Airlake and South St. Paul will be updated in 2020 prior to the next TPP update.

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TRANSPORTATION POLICY PLAN

Where are We Headed?

Where are We Headed?

Current TPP Planning Framework

Goals	Objectives (Aviation-related Only)
Transportation System Stewardship	• State of good repair (Maintain what we have!) • Operate efficiently and cost-effectively
Safety and Security	• Improve safety and security
Access to Destinations	• Multimodal options (transit/bike) to access MSP
Competitive Economy	• Improve multimodal access to job concentrations • Continued development of MSP as a Major Hub • Provide state of the art facilities that will attract and retain businesses and residents
Healthy Environment	• Airport LTCP's should include Surface Water Management • MAC should Monitor Air Quality • Collaborate on Aircraft Noise Abatement and Mitigation
Leveraging Investments to Guide Land Use	• Notification to FAA prior to permitting tall structures • Joint Airport/Community Zoning Boards should be established

← Equity Throughout →

Key Aviation Outcomes

- Maintain Airport Infrastructure
- Efficient/Cost Effective Operations at all Airports
- Keep and Attract Businesses and Residents
- Growth in MSP air passenger service and number of airlines, to attain competitive prices
- Support alternative modes to access the airport
- Understand the emerging aerial drone regulations/operations

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TRANSPORTATION POLICY PLAN

How Will We Get There?

Aviation Funding

FEDERAL (FAA)
Airport Improvement Program

MnDOT - Aeronautics

- Airport Construction Grant Program
- Airport Maintenance and Operation Program
- Hangar Loan Revolving Account Program

- Airport Sponsor (MAC, city of Forest Lake, South St. Paul) for Airport Improvements

Local and Sponsor Funding

- Municipal Airports
- Private Airports
- Metropolitan Airports Commission
- Private Funding

How Will We Get There?

Aviation Investment Direction and Plan

- **Planned Investments:**
  - Based on existing conditions and capacity demands
  - Long Term Comprehensive Plans provide the framework and guidance to future investments
  - No new airports in the system, and no airports are planned to close

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TRANSPORTATION POLICY PLAN

What Changes are Expected in the Plan?

What are the Changes Expected in this Plan?

- Include Long Term Comp Plans that have been completed
- Updating Aviation Appendices
- Refreshing Long Term Comp Plan update schedule
- Expanded information on Aerial Drone operations in the region

What's Next?

Future Meeting Schedule

Month	Topic(s)
September	Aviation
October	Aviation Edits
November	Aviation Red-Line

Questions