

# 2040 Transportation Policy Plan

Transportation Committee  
March 24, 2014



# 2040 TPP Schedule

- **April 2013 to May 2014:** Policymaker Task Force, Partner Agency Work Group and other stakeholder discussions on preparation of draft 2040 TPP
- **December 2013:** Council, TAB Investment Factors workshop
- **January to May 2014:** Monthly progress updates with TAB, TAC and Transportation Committee
- **May 2014:** Thrive MSP 2040 adopted
- **May to July 2014:** Draft for public comment to TAC, TAB, Transportation Committee, Council
- **July through September 2014:** Public comment on DRAFT 2040 TPP
- **October to November:** Revisions based on public comment
- **December 2014:** Final plan adoption

# Part II Draft Outline

- a. Existing system descriptions
- b. Strategies with supporting text
- c. Transportation system finance**
- d. Transportation and land use
- e. Modal investment direction and plans
  - a. Highway**
  - b. Transit
  - c. Bicycle and pedestrian
  - d. Freight
  - e. Aviation

# Finance

# Requirements

- Federally required to include a financial plan that demonstrates how the adopted transportation plan can be implemented, including:
  - System-level estimates of costs and revenues to adequately operate and maintain transit and highways (not rural minor collector or local streets)
  - Estimates of capital funds that will be available to implement the plan
  - Revenue and cost estimates in year of expenditure dollars
  - May reflect cost ranges/cost bands beyond the first 10 years of the plan
- Federally allowed (but not required) to show additional projects that would be included in the adopted plan if additional funding were made available

# Overview

- Revenue assumptions
  - Overall
  - State Highway
  - Transit
  - Local transportation
- Fiscally constrained scenario
  - State Highway spending
  - Transit spending
  - Local transportation spending

<b>REVENUES</b>	Calendar Years			<b>Total Fiscal Contraint Revenues</b>
	<b>2015-2024</b>	<b>2025-2034</b>	<b>2035-2040</b>	
<b>State Highway Revenues</b>				
Highway User	2,866	3,209	2,249	8,324
Federal	1,577	1,859	1,257	4,693
Subtotal State Highway Revenue	4,443	5,068	3,506	13,017
<b>Transit Revenues</b>				
Motor Vehicles Sales Tax (MVST)	2,883	3,696	2,697	9,276
State General fund	1,033	1,653	1,333	4,019
State Bonds	316	147	154	618
Fares	1,504	2,104	1,554	5,162
Federal Transit (CMAQ, 5307, 5340)	1,018	1,161	778	2,957
Federal Transit (New Starts)	1,000	1,000	600	2,600
New Starts - Cash Flow	425	(425)	-	(0)
Other (Advertising, Greater Mn Share)	128	167	122	417
Sales Tax (CTIB)	1,418	1,771	1,343	4,531
Property Tax (RTC and RRA)	650	625	510	1,785
Subtotal Transit Revenues	10,375	11,899	9,091	31,365
<b>Local Transportation Revenues</b>				
Highway User	2,288	2,789	1,958	7,035
Federal (STP, TAP, HSIP?)	520	595	399	1,515
Wheelage Tax/Motor Veh. Lease tax	1,533	1,674	1,222	4,429
Property Tax	8,572	11,461	8,472	28,506
Subtotal Local Transportation Revenues	12,913	16,519	12,052	41,484
<b>TOTAL REVENUES</b>	<b>27,730</b>	<b>33,487</b>	<b>24,649</b>	<b>85,866</b>

# State Highway Revenues

## State

- Gas tax, Vehicle registration tax, hwy share of motor vehicle sales tax (60% of MVST)
- 62% goes to trunk highways
- Modest overall annual increase (1.2% per year)
- 38% of capital and 25% of operations for Metro area

## Federal

- Gas tax
- About 85% goes to highways
- Modest overall annual increase (1.4% per year)
- 38% of National Highway System and state share of Surface Transportation Program for Metro area





# Local Transportation Revenues

- Included to demonstrate adequate funding available to operate and maintain highways, otherwise TPP addresses only federally funded (STP, TAP) or regionally significant projects (A-minor projects with potential impact on air quality)
- County and city share of state highway revenues, county wheelage tax, motor vehicle lease tax assumed to grow 2.5% per year
- Local share of STP and TAP assumed to grow 1.4% per year
- Local property taxes (majority of funding) assumed to cover remainder

# Transit Revenues

## State

- MVST funds existing operations, grows with inflation
- State General Fund grows with Metro Mobility growth
- General Obligation Bonds assumed for transitway expansion to match federal funds and supplement CTIB

## Fares and other

- Maintain consistent with current revenue percentages over time (fare increases to keep up with inflation)

# Transit Revenues

## Federal

- FTA formula funds for maintenance
- Federal CMAQ funds for limited expansion
- New Starts/competitive federal for transitway expansion, \$100 M per year

## Local

- CTIB, property tax for RRAs, and property tax for Met Council maintenance

<b>EXPENSES</b>	Calendar Years			<b>Total Fiscal Contrainst Expenses</b>	<b>Increased Funding Need</b>
	<b>2015-2024</b>	<b>2025-2034</b>	<b>2035-2040</b>		
<b>State Highway Expenses</b>					
Operations	1,350	1,554	972	3,876	TBD
Construction - preservation	2,410	3,514	2,534	8,458	2.0 – 2.5 B
Construction - expansion/mobility	683	-	-	683	4.0 – 5.0 B
<b>Subtotal State Highway</b>	<b>4,443</b>	<b>5,068</b>	<b>3,506</b>	<b>13,017</b>	<b>6.0 – 7.5 B</b>
<b>Transit - Bus System</b>					
Operations - Existing	4,886	6,461	4,857	16,203	\$0
Operations - Expansion	-	-	-	-	\$XXXX
Capital - Maintenance and Preservation	811	927	648	2,387	\$0
Capital - Modernization	96	117	83	297	\$XXXX
Capital - Expansion	96	117	83	297	\$XXXX
<b>Transit - Transitway System</b>					
Operations - Existing	881	1,127	823	2,831	\$0
Operations - Expansion	448	1,013	744	2,205	\$XXXX
Capital - Maintenance and Preservation	90	164	114	368	\$0
Capital - Modernization	-	-	-	-	\$XXXX
Capital - Expansion	3,065	60	-	3,125	\$XXXX
<b>Unallocated Expansion Funds</b>	<b>-</b>	<b>1,913</b>	<b>1,738</b>	<b>3,651</b>	<b>\$XXXX</b>
<b>Subtotal Transit Expenses</b>	<b>10,383</b>	<b>11,899</b>	<b>9,091</b>	<b>31,364</b>	<b>-</b>
<b>Local Transportation Expenses</b>					
Operating	5,310	6,787	4,949	17,046	
Capital	7,603	9,732	7,103	24,438	
<b>Subtotal Local Transportation</b>	<b>12,913</b>	<b>16,519</b>	<b>12,052</b>	<b>41,484</b>	
<b>Total Expenses</b>	<b>27,467</b>	<b>33,228</b>	<b>24,419</b>	<b>85,866</b>	<b>TBD</b>

# Fiscally Constrained State Highway

- In first 10 years, largely able to meet preservation needs with limited funding for expansion / mobility (\$683 M included CoC funding)
- After 2024, no expansion funding and preservation needs will not be met fully
- Operations spending decreases as a share of total spending
- Revenues will not keep pace with inflation

# Fiscally Constrained Local Transportation Spending

- Revenues and expenditures are expected to grow with inflation
- Local property tax will grow faster than inflation to make up for slower state and federal growth

# Fiscally Constrained Transit

## Transit System

- Existing system operation plus Metro Mobility growth
- Existing system bus maintenance and preservation funded
- Bus system expansion or modernization through CMAQ or other federal programs, projects not specified
- No funding for ongoing expanded operations

# Fiscally Constrained Transit

## Transitways

- Existing operations funded including Green Line (assumes State and CTIB)
- Existing system maintenance and preservation funded
- Capital expansion funding through CTIB sales tax, state bonds, and federal sources
- Operations for LRT and Highway BRT expansion projects are funded, Arterial BRT operations unfunded



# Fiscally Constrained Transit

## Transitways

- Expansion includes:
  - METRO Green Line Extension (SWLRT)
  - METRO Blue Line Extension (Bottineau)
  - METRO Orange Line (I-35W South)
  - 4 Arterial BRTs
- Undesignated expansion funds available post-2024 (CTIB, Federal New Starts, CMAQ, state bonds)

# Highway Investments

Investment direction

Investment plan

Issues to address before next TPP update

# Investment Direction

- Advances direction in 2030 TPP
- Incorporates Thrive MSP 2040 principles, outcomes, and language, and MN State Highway Investment Plan (MnSHIP)
- Strong highway system important to businesses and residents
- Mature, well-managed freeway system
  - Will not eliminate congestion, but can manage it and provide alternatives like MnPASS
  - Limited highway funding
  - Highest priority on operating, maintaining, and rebuilding
  - Priority in system-wide, lower-cost/high-benefit approach to existing problems
- Travel demand management (TDM), transit, bicycle and pedestrian improvements, and land use changes important for congestion management

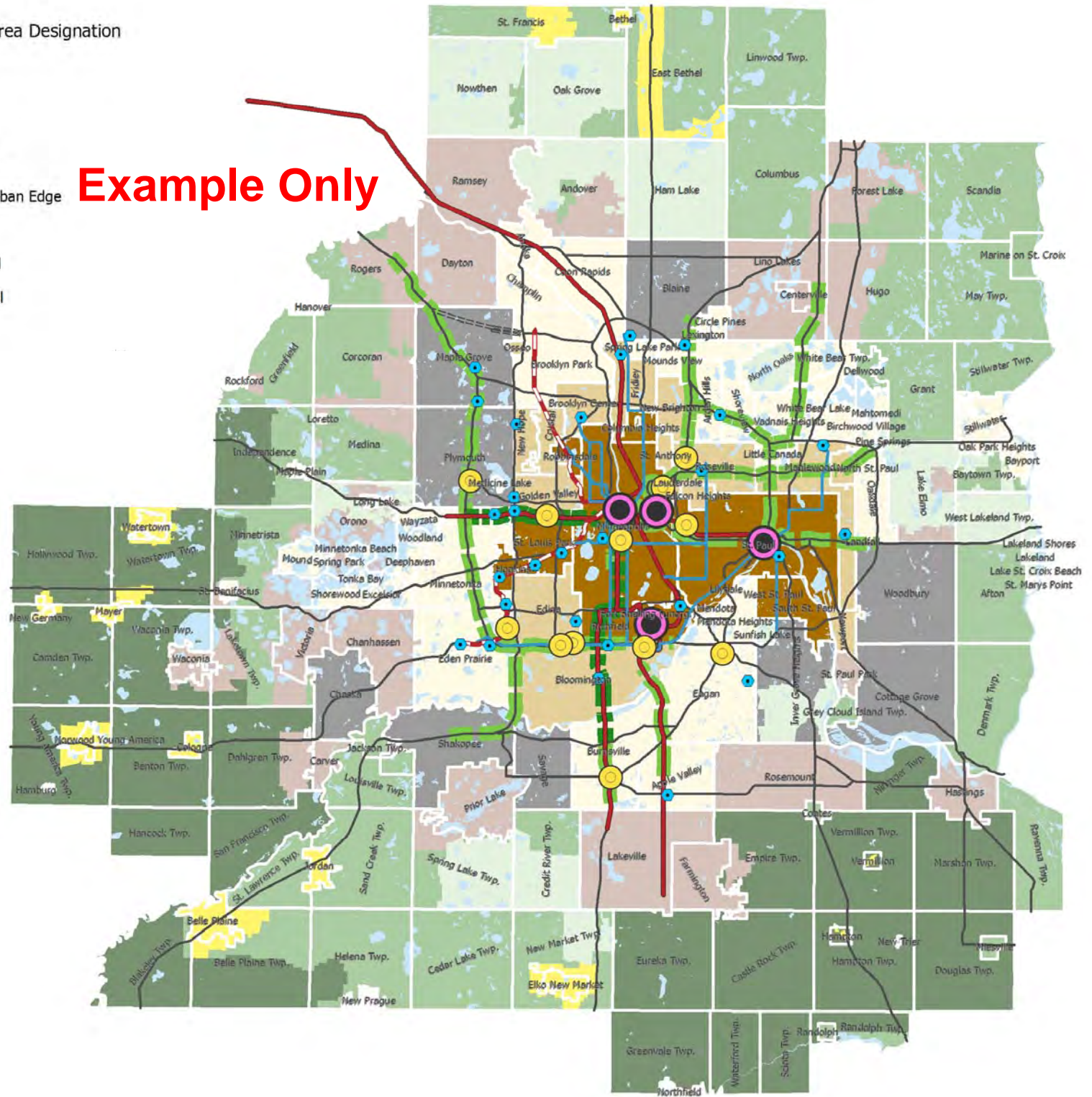
# Dec 2013 TPP Policymaker Workshop – Top Ranking Highway Investment Factors

- Improves Economic Vitality/Access to Regional Job and Activity Centers
- Supports Job and Population Forecasts, Local Comprehensive Plans
- Cost Effective
- Regional Balance of Investments
- Completes/Closes a Gap in the System
- Increases Travel Time Reliability

Proposed Planning Area Designation

- Urban Center
- Urban
- Suburban
- Suburban Edge
- Emerging Suburban Edge
- Rural Center
- Diversified Rural
- Rural Residential
- Agricultural

**Example Only**



# Highway Investments

Continue to list MnDOT investments and provide direction to local investments and Regional Solicitation

Fiscally constrained plan allocates \$13 billion

- Region's highest state highway priorities
- Does not allocate \$1.3 billion federal for Regional Solicitation

Increased revenue scenario includes \$7.8 billion capital, MnDOT developing operations and maintenance \$

- Next set of priorities
- Funding amount based on TFAC plus operations information from MnDOT
- Equivalent to more than a 40 cent increase in gas tax

Highway Investments	Fiscally Constrained Scenario*				Increased Funding Scenario
	2015-2024 (10 years)	2025-2034 (10 years)	2035-2040 (6 years)	2015-2040 (26 years)	2015-2040 (26 years)
Investment category					
Operations & Maintenance	\$1.3 billion	\$1.6 billion	\$1.0 billion	\$3.9 billion	\$XX billion
Project Support	\$0.4 billion	\$0.3 billion	\$0.2 billion	\$0.9 billion	\$0.7 billion
Asset Management (pavement, bridge, other infrastructure)	\$1.8 billion	\$3.0 billion	\$2.1 billion	\$6.9 billion	\$2 to 2.5 billion
Safety, Bicycle, and Accessible Pedestrian Improvements	\$0.2 billion	\$0.3 billion	\$0.2 billion	\$0.7 billion	\$0.6 billion
Mobility •ATM •CMSP •MnPASS •Strategic Capacity •Regional Highway Access	\$683 million •\$50 million •\$200 million •\$200 million •\$220 million •\$13 million	\$0	\$0	\$0.7 billion	\$4 billion
TOTAL*	\$4.4 billion	\$5.1 billion	\$3.5 billion	\$13 billion	\$XX billion

\*Fiscally constrained investments do not include \$1.3 billion in federal funding for improvements to the principal and "A" minor arterial system to be identified by the Transportation Advisory Board through the Regional Solicitation. Investments funded through the Regional Solicitation must be consistent with the Transportation Policy Plan.

# Fiscally Constrained Highway Investments

Mobility funding is further reduced from 2030 TPP and eliminated after 2024

- Corridors of Commerce and Transportation and Economic Development (TED) programs contribute \$234 M (34% of mobility)
- ATM and CMSP will be programmatic investments
- Projects
  - MnPASS – southbound I-35W from downtown MPLS, I-35W between TH 36 and US 10; I-94 between downtown MPLS and St. Paul
  - Corridors of Commerce – TH 610, I-94, and I-694
  - TED – Armstrong Boulevard interchange at US 10 (Ramsey)

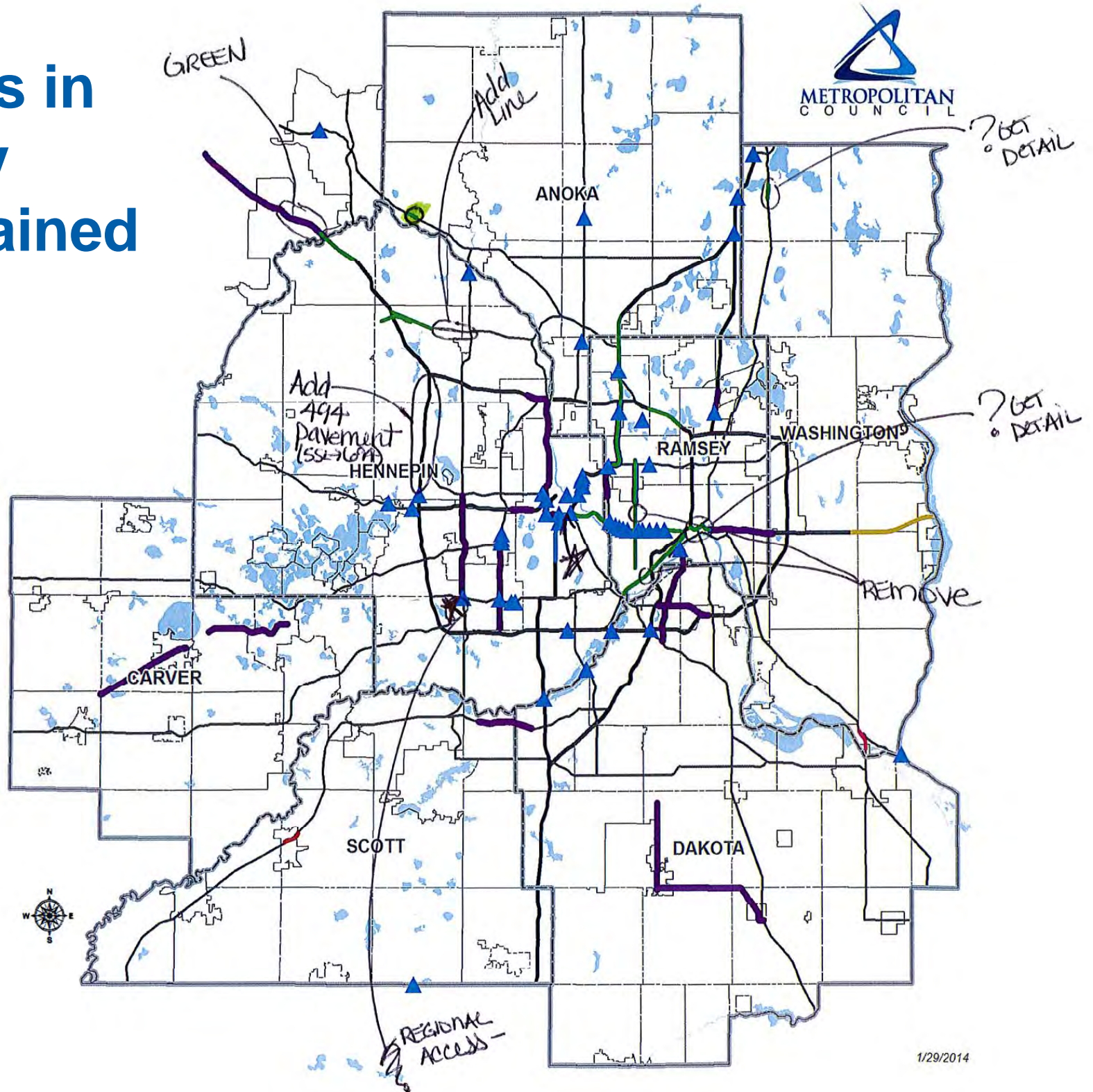


# Fiscally Constrained Highway Investments

Regional highway access improvements identified for first time

- Transportation and Economic Development program contributes \$13M (100% of regional access)
- Projects include:
  - I-94 at 5<sup>th</sup>/7<sup>th</sup> Street interchange (Minneapolis)
  - US 212 at Shady Oak interchange (Eden Prairie)
  - TH 100 at several interchanges between 36<sup>th</sup> and Barry streets (St. Louis Park)

# Projects in Fiscally Constrained Plan



Highway Investments	Fiscally Constrained Scenario*				Increased Funding Scenario
	2015-2024 (10 years)	2025-2034 (10 years)	2035-2040 (6 years)	2015-2040 (26 years)	
Investment category					2015-2040 (26 years)
Operations & Maintenance	\$1.3 billion	\$1.6 billion	\$1.0 billion	\$3.9 billion	\$XX billion
Project Support	\$0.4 billion	\$0.3 billion	\$0.2 billion	\$0.9 billion	\$0.7 billion
Asset Management (pavement, bridge, other infrastructure)	\$1.8 billion	\$3.0 billion	\$2.1 billion	\$6.9 billion	\$2 to 2.5 billion
Safety, Bicycle, and Accessible Pedestrian Improvements	\$0.2 billion	\$0.3 billion	\$0.2 billion	\$0.7 billion	\$0.6 billion
Mobility •ATM •CMSP •MnPASS •Strategic Capacity •Regional Highway Access	\$683 million •\$50 million •\$200 million •\$200 million •\$220 million •\$13 million	\$0	\$0	\$0.7 billion	\$4 billion
TOTAL*	\$4.4 billion	\$5.1 billion	\$3.5 billion	\$13 billion	\$XX billion

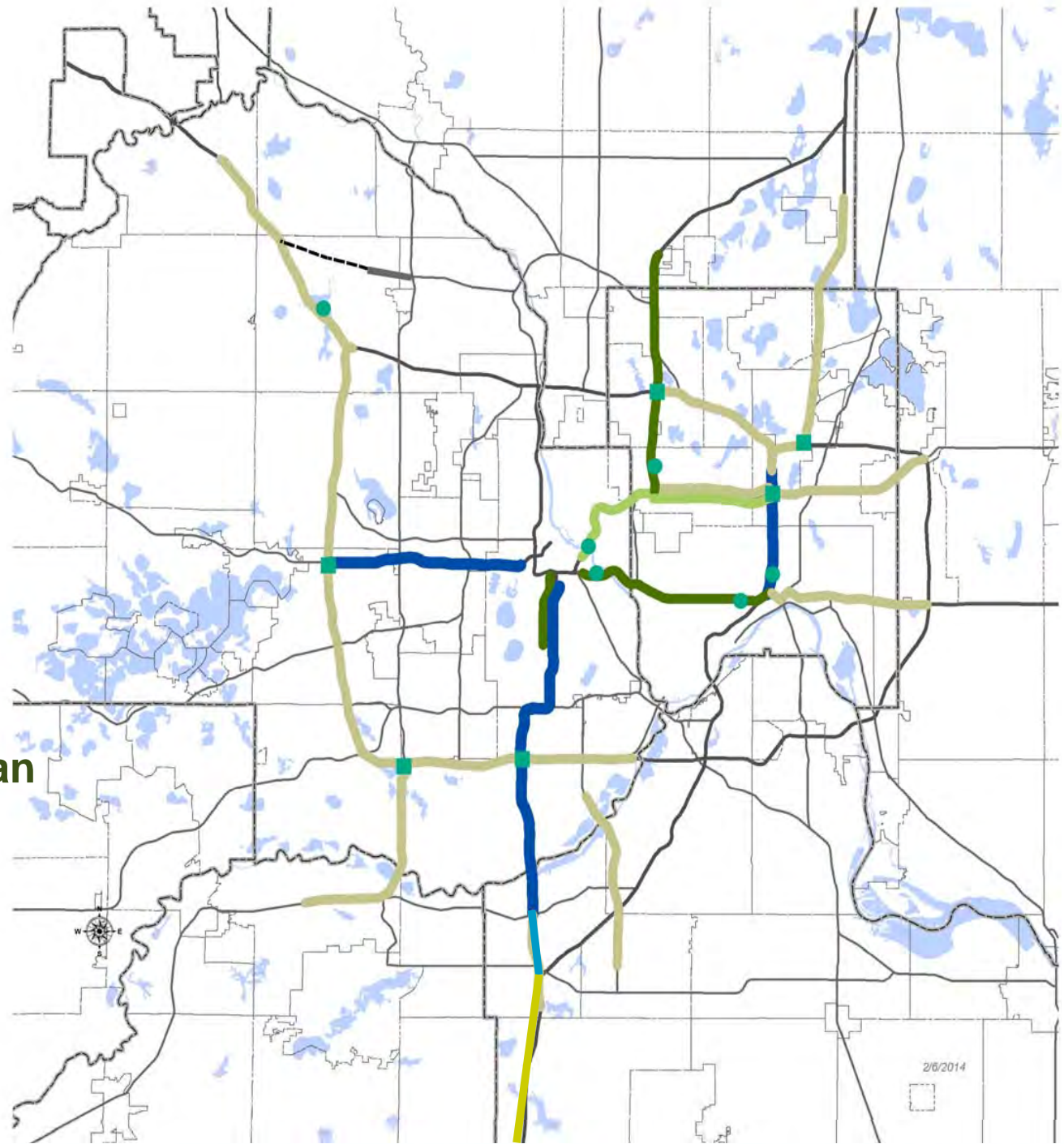
\*Fiscally constrained investments do not include \$1.3 billion in federal funding for improvements to the principal and "A" minor arterial system to be identified by the Transportation Advisory Board through the Regional Solicitation. Investments funded through the Regional Solicitation must be consistent with the Transportation Policy Plan.

# MnPASS System Vision

MnPASS Existing or in Construction

Tier 1 MnPASS Expansion in Fiscally Constrained plan

Tier 2 MnPASS Expansion  
Tier 3 MnPASS Expansion



# Increased Revenue Investments – Strategic Capacity

- May be identified through preservation, safety, Congestion Management and Safety Plan Update (CMSP), or Congestion Management Process
- Separate from CMSP projects
- Freeway
  - Bus only shoulder lanes, unpriced dynamic shoulder lanes, auxiliary lanes
  - Permanent general purpose lanes on Interstates to correct lane continuity
- Non-Freeway
  - Cost-effective improvements integrated with preservation, safety, and modernization
  - ATM, traffic signal coordination, transit advantages, intersection improvements

# Increased Revenue Investments - Interchanges

## Strategic capacity

- US 169 at 101st Avenue (Brooklyn Park)
- Other intersection conversions to be identified before next TPP update

Improve access to existing regional job and activity centers – I-494 at Bush Lake Road (Bloomington)

Provide access to planned job and activity centers

- I-94/TH 610 at Hennepin County 610/Maple Grove Parkway (Maple Grove)
- I-494 at Argenta Trail (Mendota Heights, Eagan)
- I-94 at Brockton (Dayton, Rogers)
- TH 212 at Carver County 140 (Chaska)

# Additional Highway Needs beyond Increased Funding

- TH 41 bridge over Minnesota River (Carver and Scott Counties) – right-of-way and construction
- Future principal arterials to support future suburban edge and emerging suburban edge communities
  - Anoka County – east-west on Anoka County 22/Viking Boulevard
  - Dakota County – east-west and north-south, alignments to be identified in future
  - Scott County – north-south on Scott County 17 and TH 13; east-west on Scott County 8/Dakota County 70
  - Washington County – north-south, alignment to be identified in future
  - *Not warranted within current planning timeframe as urban/sewered area is not forecast to expand*

# Highway Work Program

- MnDOT State Highway Systems Operation Plan update and future projections
- Met Council metropolitan traffic safety issues and priorities
- MnDOT MnPASS designs and studies
- Met Council non-freeway principal arterial intersection conversion study
- MnDOT Congestion Management and Safety Plan update
- Congestion Management Process – evaluate strategies and identify strategic capacity enhancements
- Highway jurisdiction, funding, and performance issues – county principal and MnDOT “A” minor arterials



# Process to Review, Comment, and Revise the first DRAFT

- Review by Met Council Thrive-TPP Joint Working Group
- Review by TPP Partner Agency Work Group and Policymaker Task Force
- First DRAFT published on ftp and Dropbox Web sites – see instructions from Katie White
  - <https://www.dropbox.com/sh/ijamqjqw5a029eb/atOTZOSDUo>
  - <ftp://ftp.metc.state.mn.us/Trans/TPP%20Draft%20Chapter%20Content%20for%20Review/>
- Discussion with TAB, Met Council Transportation Committee, CTIB, TAC, and others
- Revise first DRAFT based on comments received

# Questions?

- Send comments to [katie.white@metc.state.mn.us](mailto:katie.white@metc.state.mn.us) or [amy.vennewitz@metc.state.mn.us](mailto:amy.vennewitz@metc.state.mn.us)