

Overview Metropolitan Transportation Services

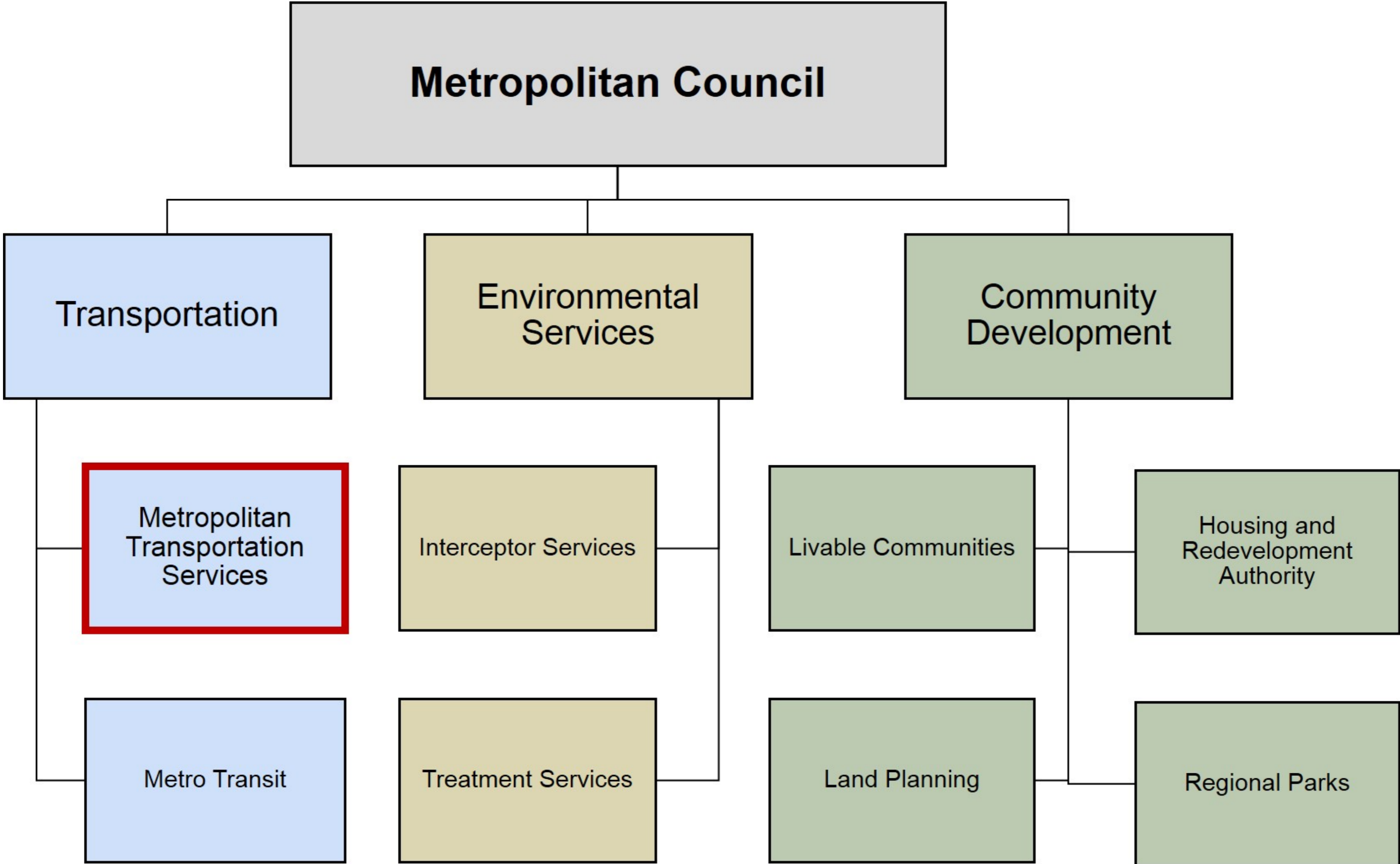
Transportation Committee – March 11, 2019



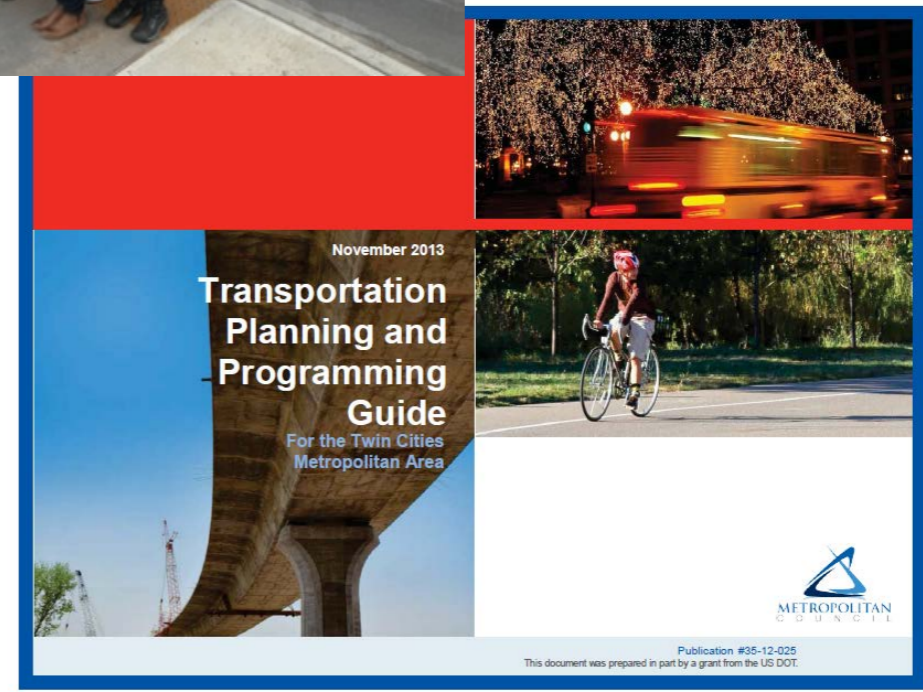
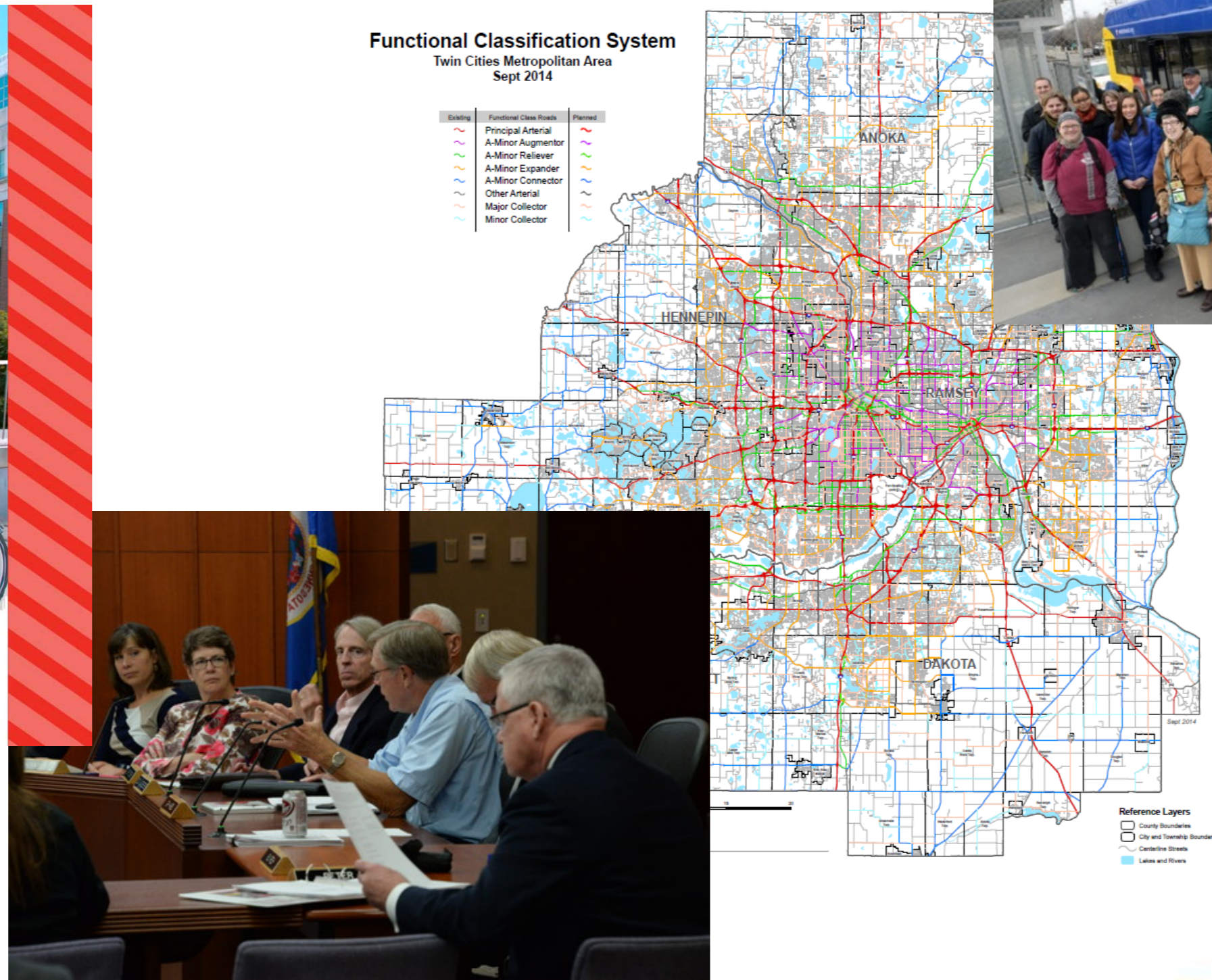
Council has two primary roles in Transportation

- Planning
 - Serves as the region's federally required Metropolitan Planning Organization or MPO
 - Performs long-range transportation system planning for all modes
 - Facilitates short-term federal transportation funds programming
- Transit Operations
 - Provide, contract for, and coordinate metropolitan transit operations (bus and rail)
 - Provide financial assistance to local transit providers

Planning and contracted transit operations functions are within Metropolitan Transportation Services (MTS)



Transportation Planning



Transportation planning requirements in both State and Federal law

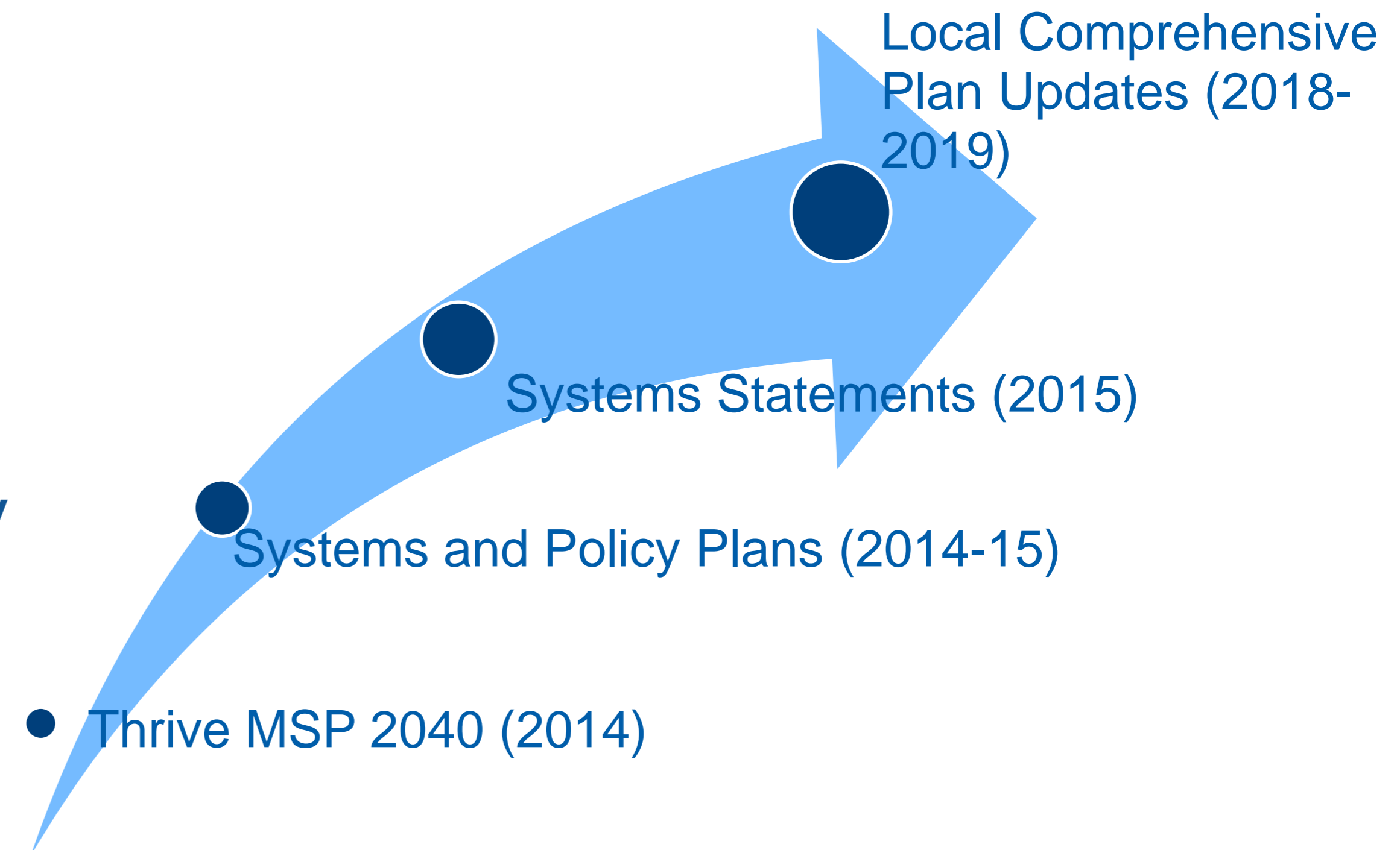
- State Law – MN Land Planning Act (MS 473.146)
 - “The Council is the designated planning agency for any long-range comprehensive transportation planning...[and] shall assure administration and coordination of transportation planning with appropriate state, regional and other agencies, counties, and municipalities.”
- Federal Law and Rules
 - Metropolitan Transportation Planning 23 USC §134
 - National Environmental Policy Act
 - 1990 Clean Air Act and Conformity Rule
 - Title VI Environmental Justice

State Transportation Planning

- Council must adopt a long-range comprehensive policy plan for transportation
- Transportation Policy Plan (TPP) represents 2 of 4 required regional system plans: surface transportation and aviation (others are wastewater and parks)
- TPP provides guidance on the Regional Transportation System for local comprehensive plan development
- Council reviews local plan consistency and conformance with regional system plans

Regional and local comprehensive planning relationship

- Regional Development Framework, Thrive MSP 2040, creates a vision for the orderly and economic development of the seven-county region
- Policy plans, including surface transportation and aviation, provide policy direction for community comprehensive plans
- Local comprehensive plans, updated every 10 years, must recognize regional systems and planned investments



Transportation Advisory Board

- State law establishes an advisory body, Transportation Advisory Board (TAB), comprised of 35 members:
 - Elected officials: 7 county, 10 city, 1 Suburban Transit Provider
 - Agency representatives (4): MnDOT, MAC, MPCA, Council
 - Citizens appointed by Council (8)
 - Modal representatives (4): 1 freight, 2 transit, 1 bicycle/pedestrian
- Local elected officials participate in selecting federally-funded projects
- TAB recommends projects for federal funding, Council concurs/denies
- Provides comment and review of planning products

Technical Advisory Committee (TAC)

- Advises the Transportation Advisory Board
- Includes staff from each of the 7 counties, 12 cities, 11 agencies, and one from Wright/Sherburne area
- Provides technical support in development of application criteria, measures and scoring of Regional Solicitation
- Provides recommendations on project scope changes
- Provides technical review and recommendations on multimodal planning studies

Federal Transportation Planning Requirements for Metropolitan Planning Organizations



What is a Metropolitan Planning Organization (MPO)?

- Federal law requires a Metropolitan Planning Organization (MPO) within all regions with populations greater than 50,000
- About 400 MPOs across the country, 8 in Minnesota
- Urbanized areas with population greater than 200,000 serve as Transportation Management Areas (TMA)
- TMAs allocate federal transportation funds and must meet federal air quality requirements

MPO primary planning functions

- Carry out the transportation planning process
 - 3C: Cooperative, coordinated and continuing
- Produce required planning products
- Assure planning coordination among agencies and local governments
- Allocate federal funds designated for the region
- Provide opportunities for public participation

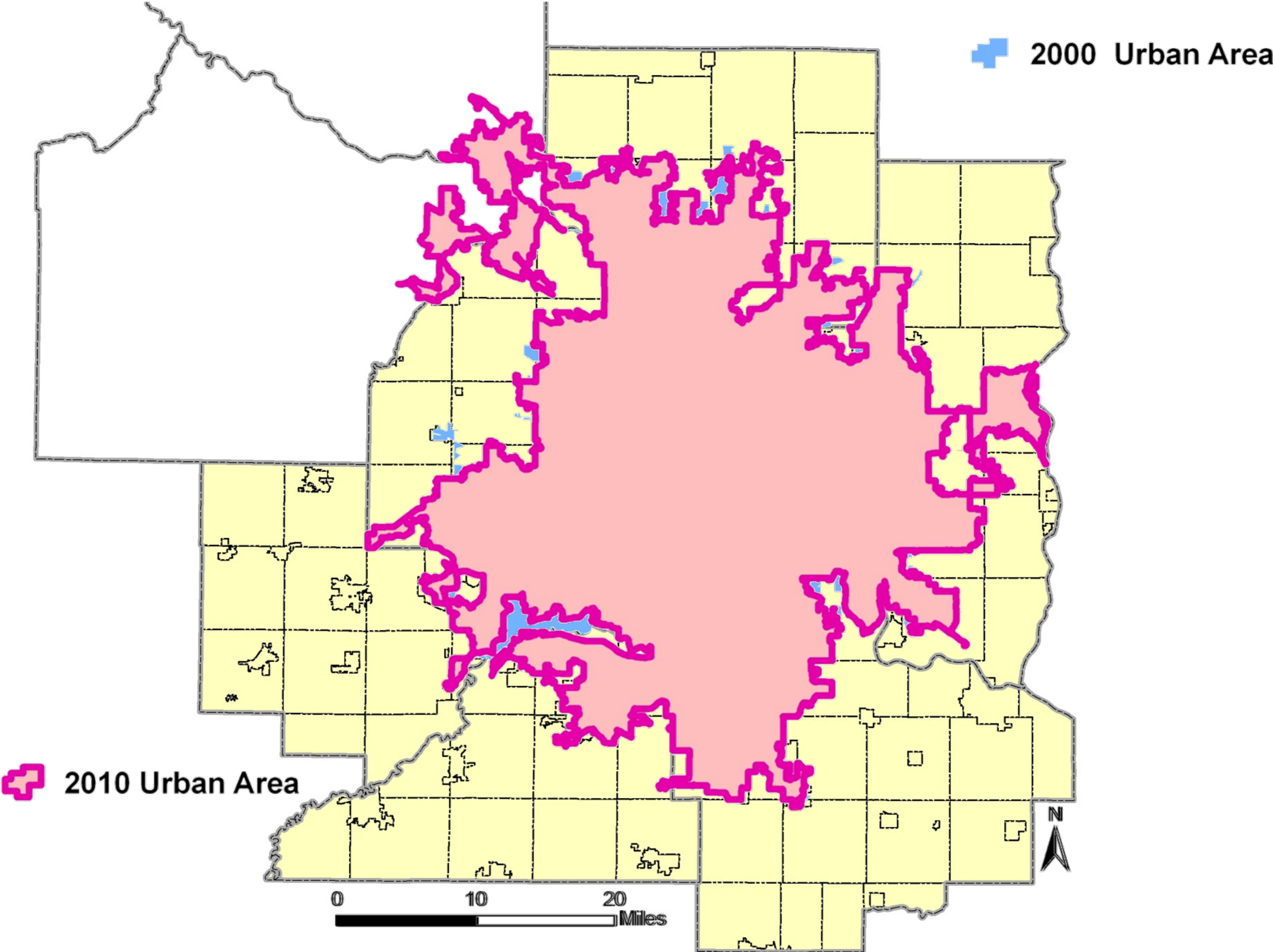
Metropolitan Council serves as the MPO for the Twin Cities region

- Council's structure and multimodal transportation planning responsibilities predates 1991 federal law
- Provision in federal law "grandfathers" in Council
- Status as the MPO reaffirmed by USDOT Jan. 2011, Aug. 2015, Feb. 2016, current letter requesting additional review
- Federal certification reviews of planning process completed every four years (2016, 2012, 2008, 2004, 2001, 1998, 1995)
- Federal MPO urbanized area boundary extends beyond 7-county region into Wright/Sherburne counties

Planning Partnerships

- Memorandum of Understanding on Planning Process between MnDOT and Council (Metro Transit included as part of Council) updated 2018
- Outlines processes, roles of participants, products
- Planning and Programming Guide provides detail and graphics for the processes and roles, draft update being circulated for review
- Process participants:
 - Council
 - MnDOT
 - MPCA
 - Counties
 - Public
 - TAB and TAC
 - Metropolitan Airports Commission (MAC)
 - Suburban Transit Providers
 - Cities

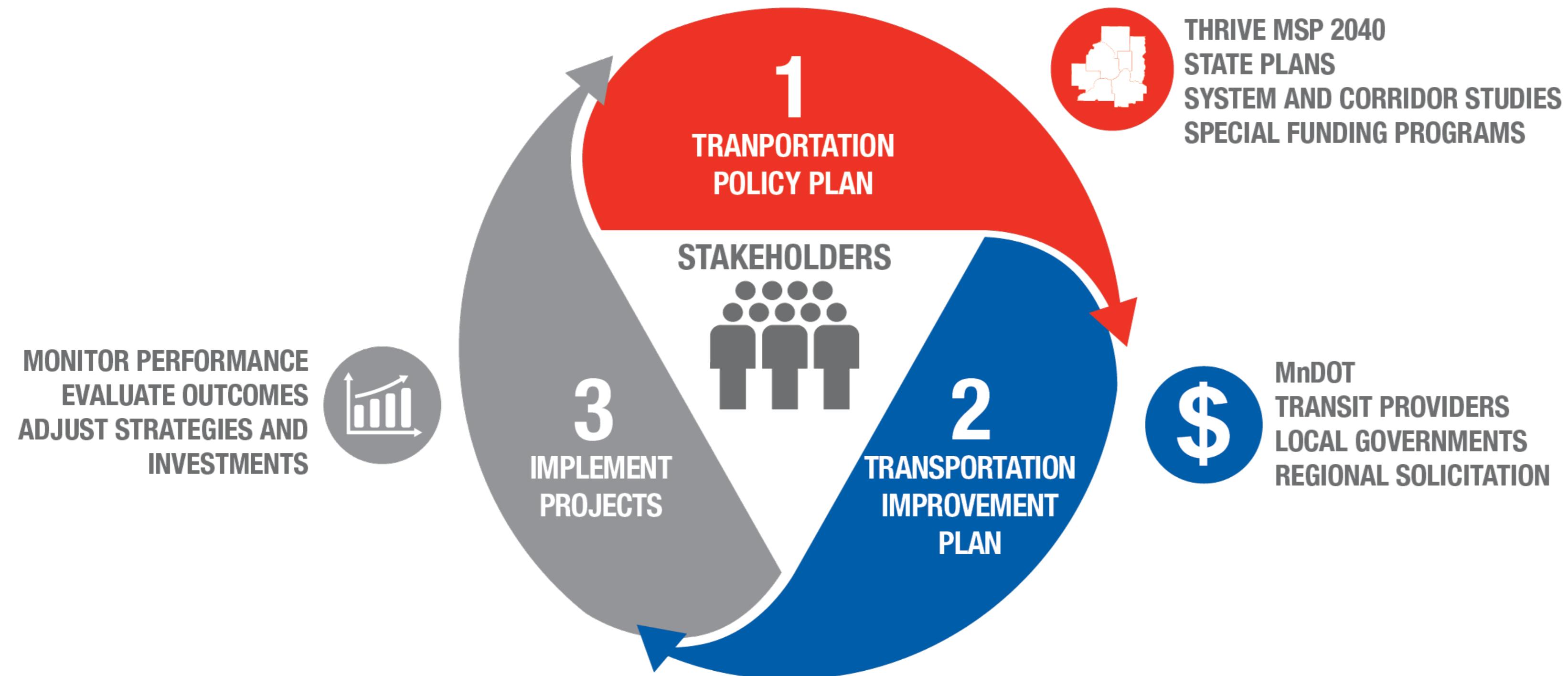
Expanded MPO boundaries



Memo of Understanding with Wright and Sherburne counties

- Specifies how Council, MnDOT and local governments in urbanized parts of Wright and Sherburne will cooperate
- MPO Responsibilities
 - Transportation Planning
 - Transportation Programming
- Agreement effective January 2014

Overall transportation planning process



What Tools do we use to do Transportation Planning?

Transportation Policy Plan

- Covers 20+ years, Updated every 5 years, occasional amendments
- Strategic direction, major projects or investment categories identified

Transportation Improvement Program (TIP)

- Covers 4 years, updated annually, frequent amendments
- All federal-funded and state-funded transportation projects

Unified Planning Work Program (UPWP)

- Covers 1 year, updated annually, rare amendments
- Directs the activities of the federally funded planning grant

Public Participation Plan

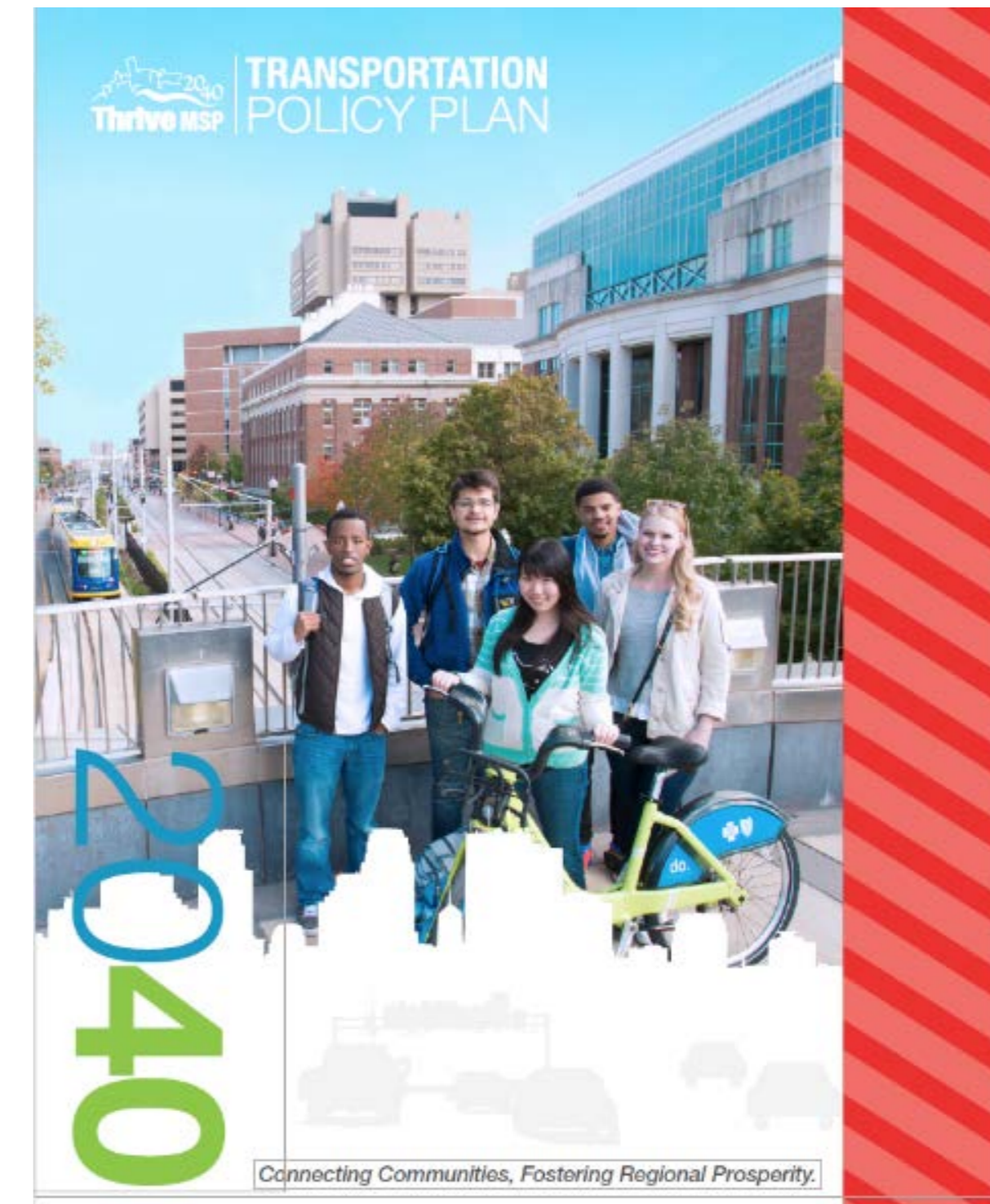
- Participation approach for all planning efforts

What products influence regional Transportation Planning?

- Federal law (e.g. FAST Act) and state law
- Thrive MSP 2040 and demographic trends
- External planning efforts inform the Transportation Policy Plan and TIP
 - MnDOT system planning (e.g. 20-year Minnesota State Highway Investment Plan or MnSHIP, 10-year MnDOT Capital Highway Investment Plan or CHIP)
 - Highway or transitway corridors studies (e.g. Riverview study, Rethinking I-94)
 - Local plans may identify regionally significant projects
- Transportation planning studies

What is the Transportation Policy Plan (TPP)?

- Long-range (20-year) transportation investment plan for the region, updated every five years
- Required under state and federal law
- Plan must be fiscally constrained
- Demonstrate air quality conformity, environmental justice analysis of planned investments
- Prepared in coordination with TAB, local governments, MnDOT, other agencies
- Public participation process



Transportation Policy Plan covers all modes

- Highway
- Transit
- Bicycle
- Pedestrian
- Aviation
- Freight



TPP focus level

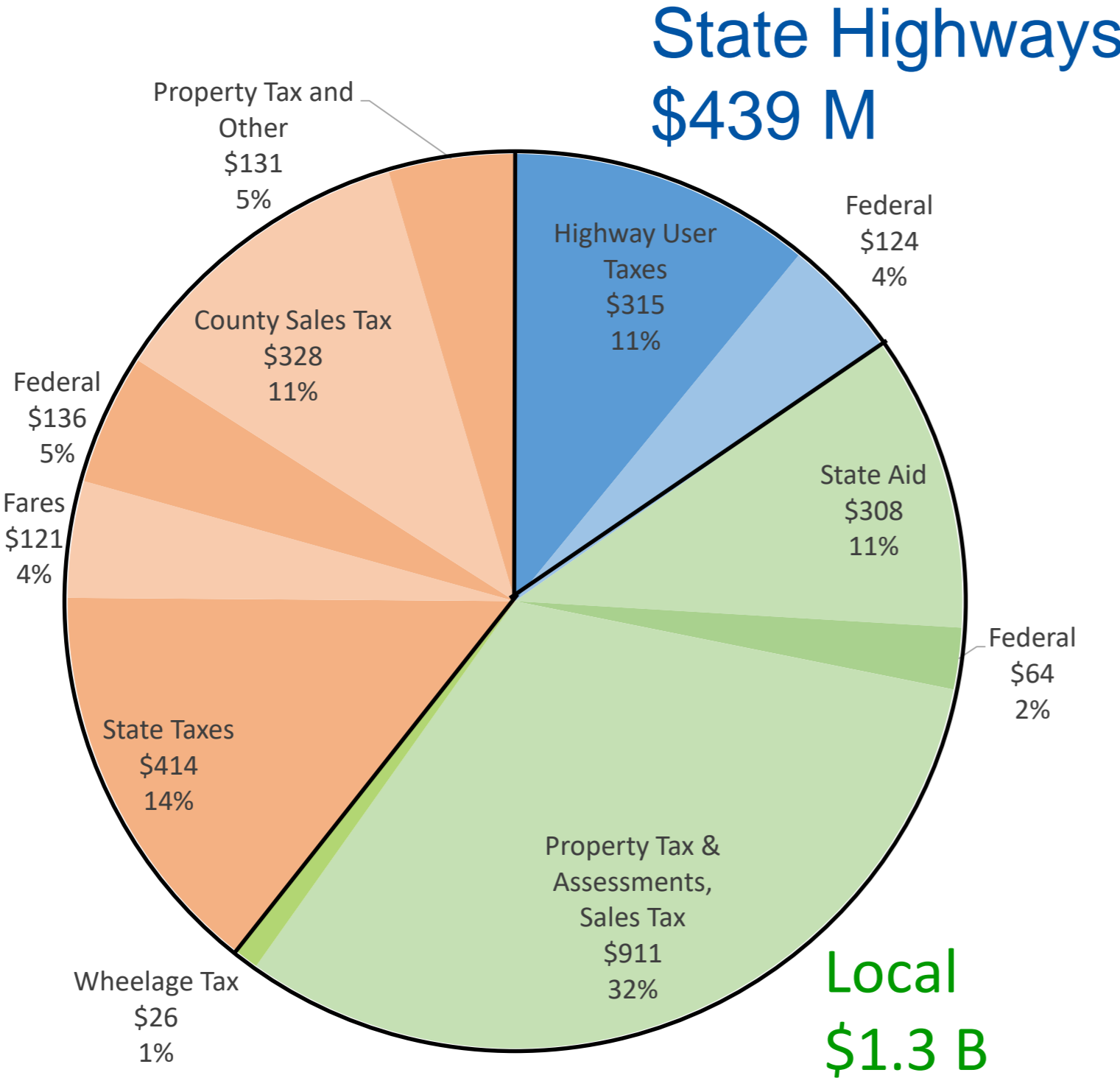
- Plan provides strategic investment direction, performance outcomes and major investments for the regional transportation systems:
 - Principal arterials (freeways and expressways)
 - Minor arterials (MnDOT, county and city owned)
 - Bus and rail transitways
 - Transit system design guidelines and standards (not specific routes)
 - Metropolitan Airports
- Strategies chapter provides actions for all regional Transportation entities to use on their systems to work towards regional outcomes

Regional Transportation Revenue

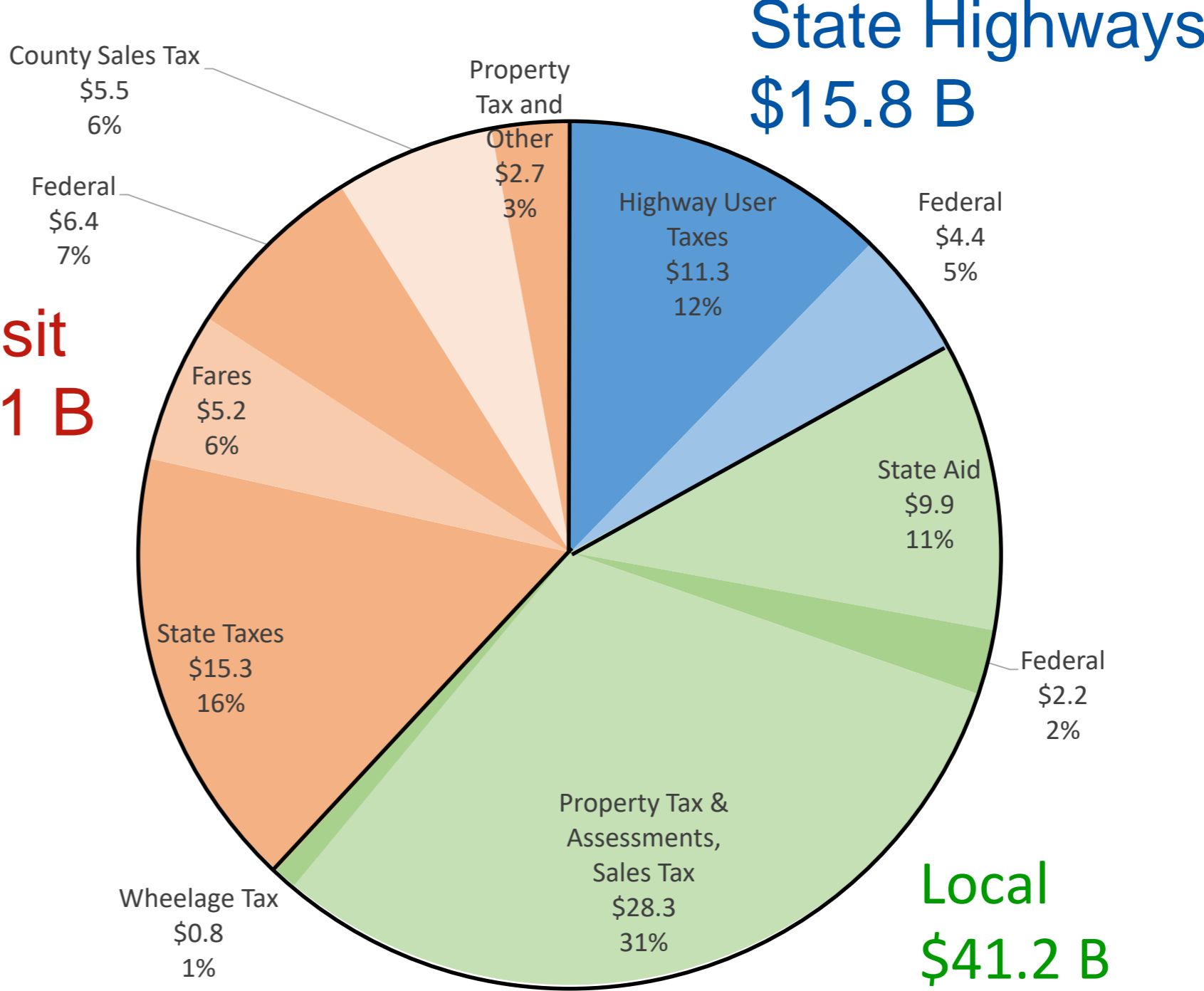
2018: \$2.9 Billion

2015-2040: \$92 Billion

Transit
\$1.1 B



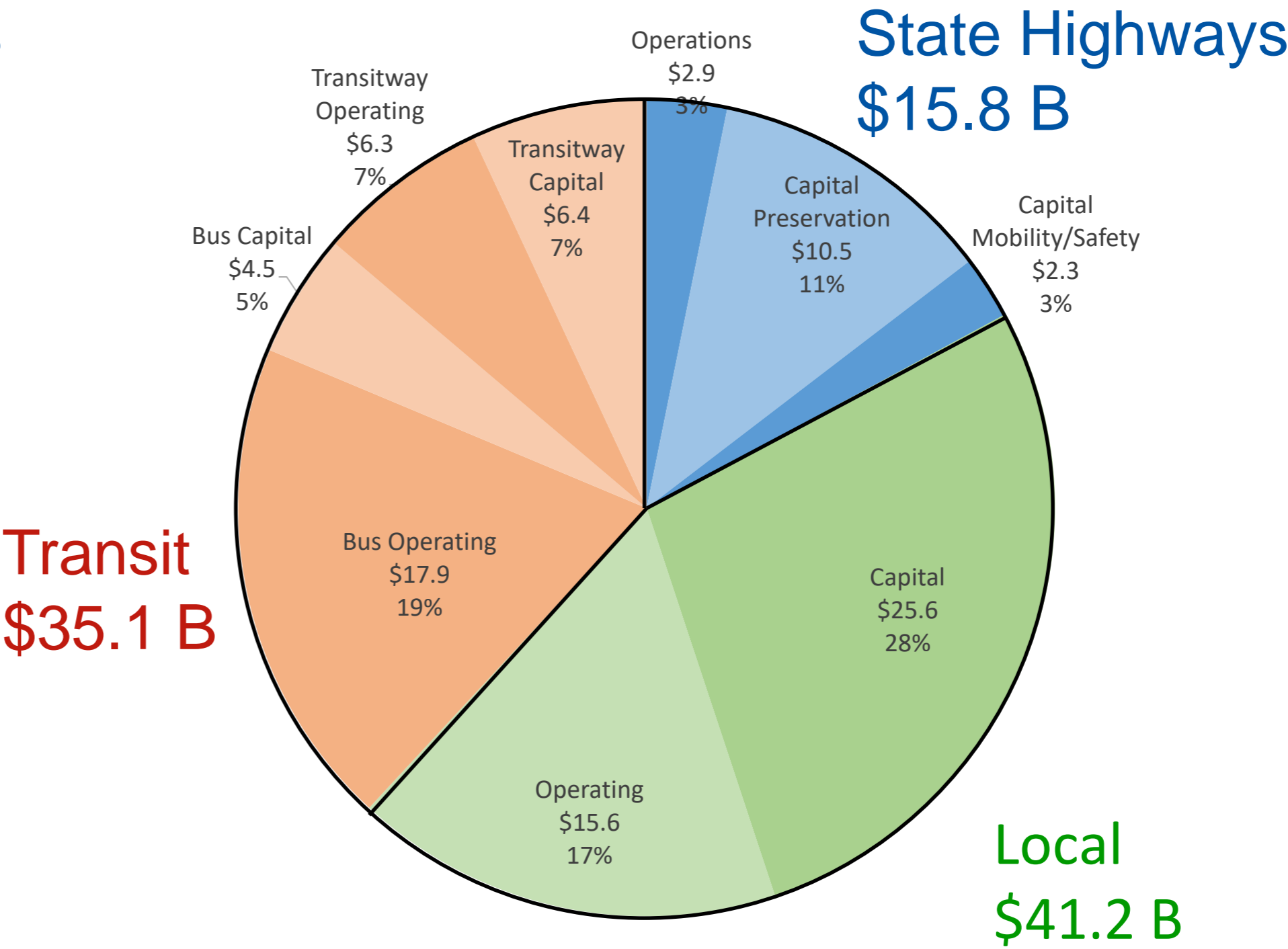
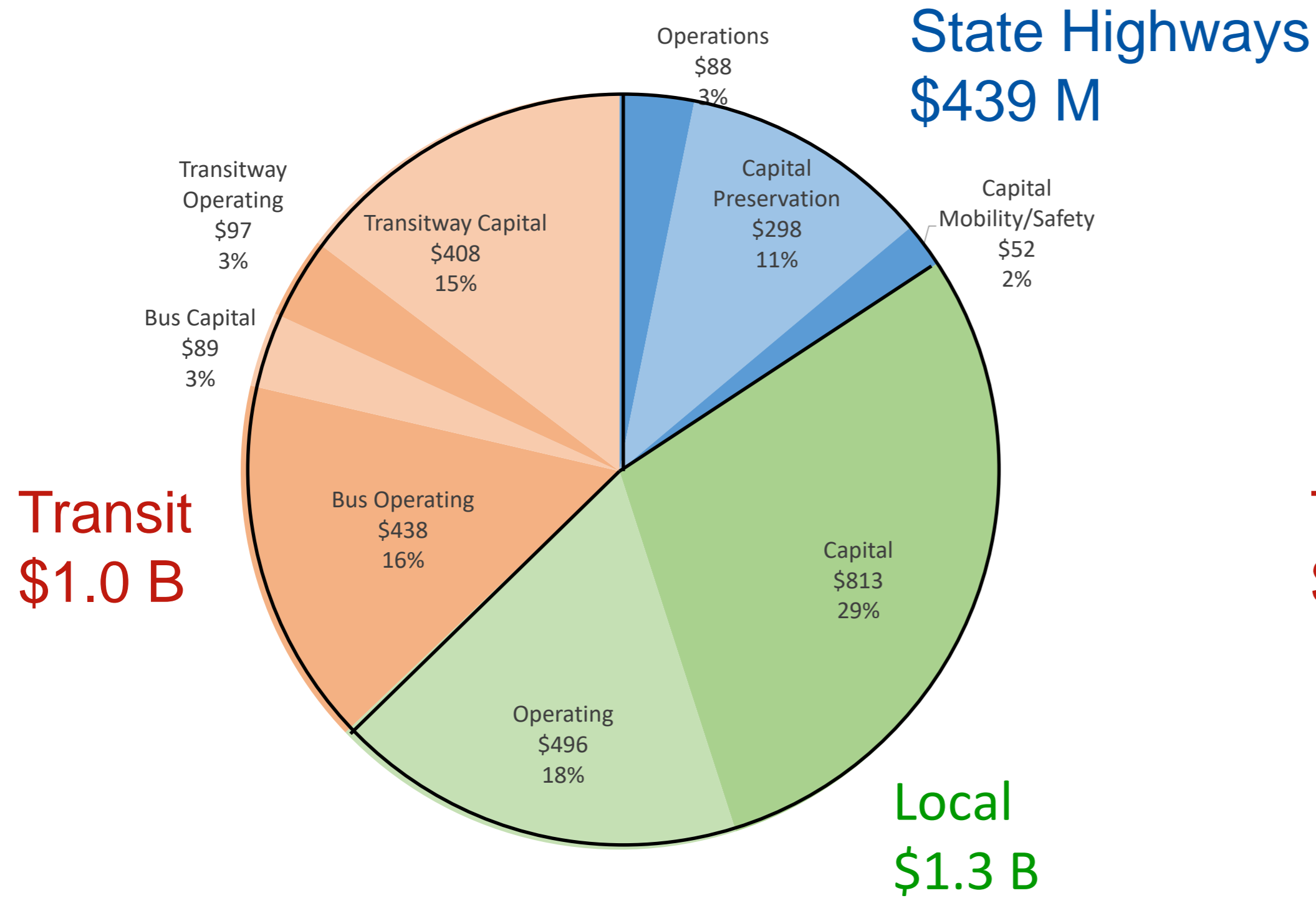
Transit
\$35.1 B



Regional Transportation Spending

2018: \$2.8 Billion

2015-2040: \$92 Billion



What is the Transportation Improvement Program (TIP)?

- Regional four-year capital improvement program for projects using federal funds
- Projects must be consistent with the TPP
- Projects must be in the TIP to use federal transportation funds
- Must include all significant projects that potentially affect air quality
- Must be fiscally constrained
- Includes all MnDOT projects

What is the Regional Solicitation?

- A competitive process to distribute \$100M/year of federal transportation funds allocated to the region
- Projects led by local governments, regional agencies
- Project types include roadway, bridge, transit, bicycle, pedestrian, and safe routes to school
- Applications scored by technical experts from across the region using a data-driven, transparent process
- Projects selected by the Transportation Advisory Board (TAB), Council concurs
- Selected projects have been enthusiastically supported, geographically balanced

Public Participation and Partnerships

- Council Public Engagement Plan
- Transportation Public Participation Plan
- Council and TAB processes provide on-going opportunities for participation and public input
 - Open houses and hearings
 - Web based surveys and input
 - Listening sessions
- Planning study, corridor study and project level participation opportunities

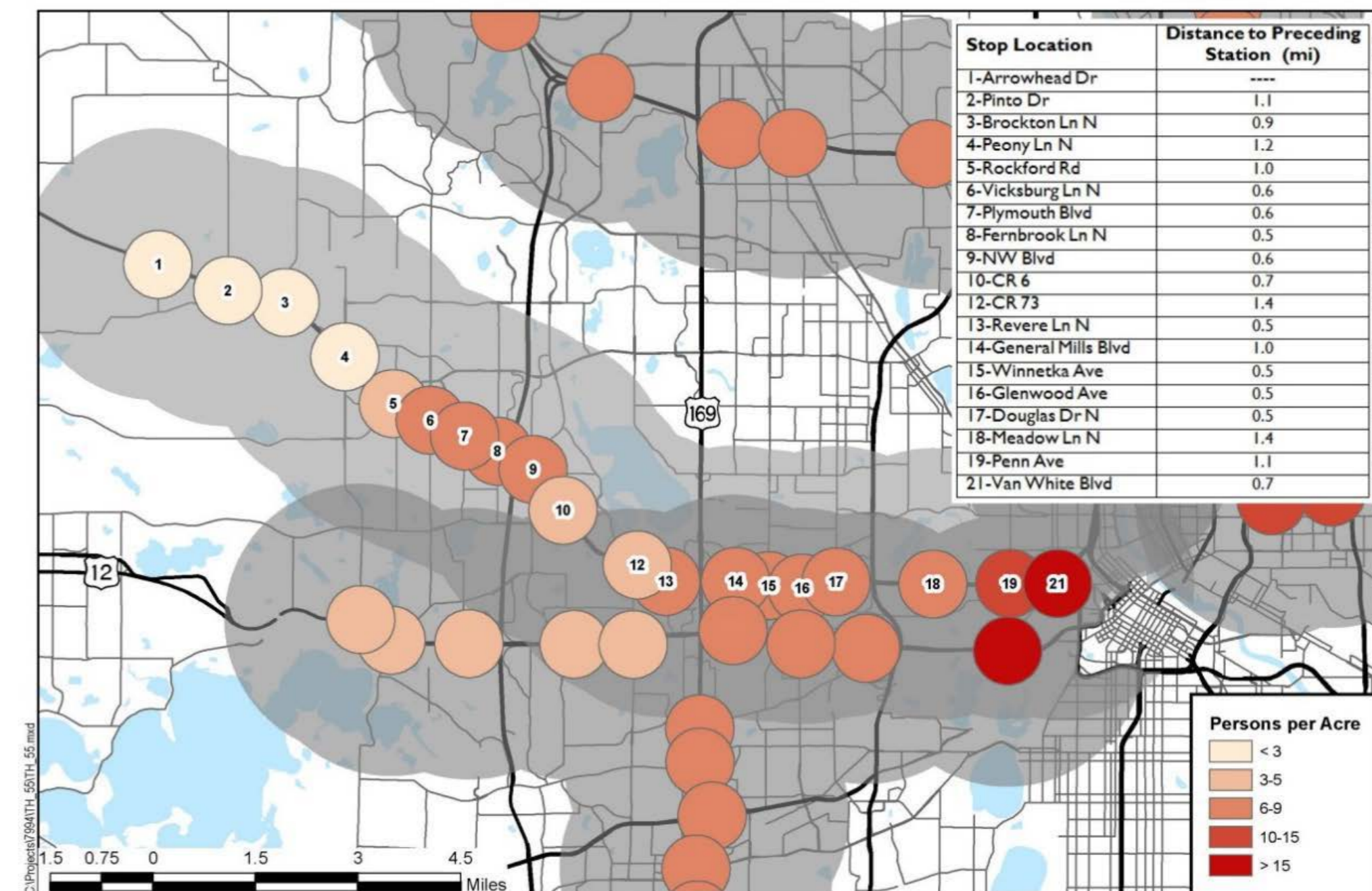
What are current transportation planning issues?

- MPO governance structure and boundaries
- Metro Highways
 - Funding allocation
 - Corridor Investment Alternatives
- Equity and community considerations for investments
 - Re-Thinking I-94
 - Geographic balance
- Arterial BRT and bus system expansion priorities and funding
- Automated, connected, and electric vehicles
- Shared mobility (ride hail, shared bikes, scooters)



How do we use planning studies?

- Planning studies provide in-depth analysis within subsets of the regional Transportation System, e.g. MnPASS, Arterial BRT, interchanges
- Focused on prioritizing investments within these areas or establishing a better understanding of a regional issue or need
- Example studies:
 - MnPASS System studies 1-3
 - Freeway System Interchange Study
 - Regional Bikeway Barriers Study
 - Highway Transitway Corridor Study
- Results incorporated into TPP strategies, investment priorities, or other funding programs (e.g. Regional Solicitation)



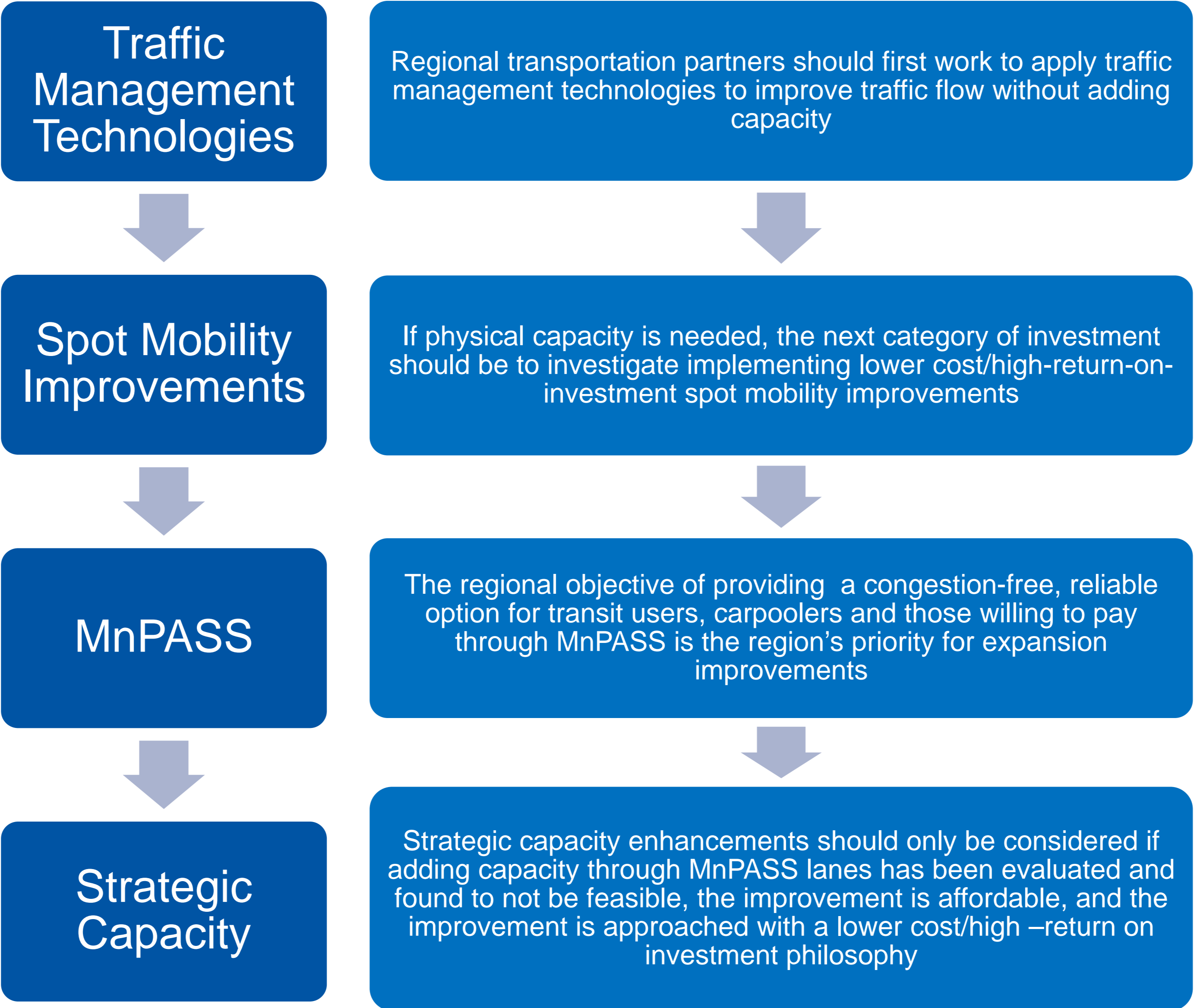
Highway Investment Direction

- Invest in highways strategically, focusing on affordable, multimodal, and flexible solutions that prioritize addressing existing problems first
- Congestion on the system will be a reality, system must be managed and optimized to the greatest extent possible
- Combine mobility solutions (expansion) with asset preservation projects where possible
- Provide travel options within corridors



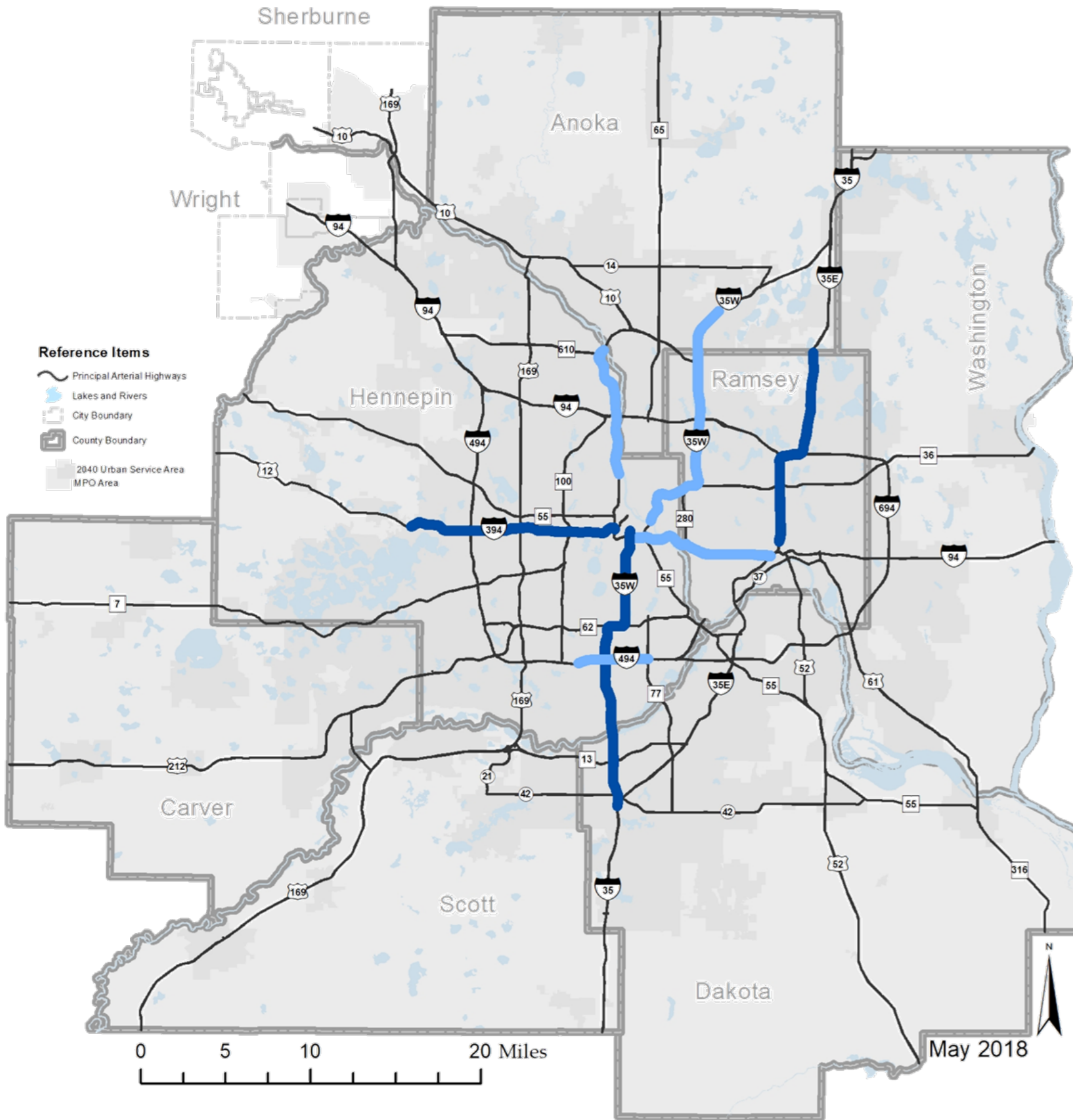
I-35E MnPASS



Hierarchy of Regional Mobility Investments



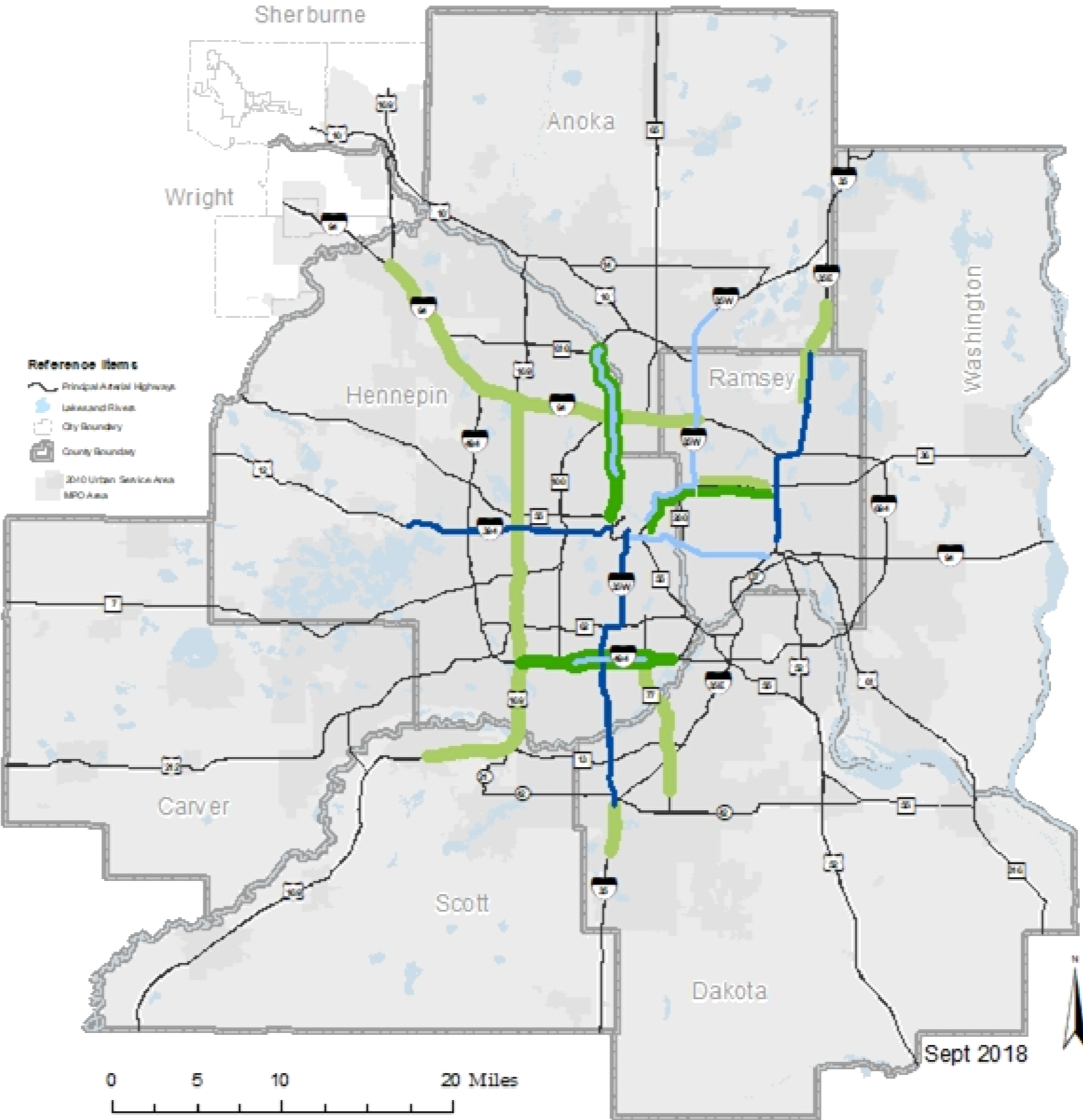
MnPASS System Investment Scenarios





MnPASS Projects: Current Revenue Scenario



- MnPASS**
-  Existing / Under Construction
 -  Tier 1 Current Revenue Scenario

MnPASS Projects: Increased Revenue Scenario



- MnPASS**
-  Existing / Under Construction
 -  Tier 1 Current Revenue Scenario
 -  Tier 2 MnPASS Expansion
 -  Tier 3 MnPASS Expansion



How does a transitway get into the Plan?

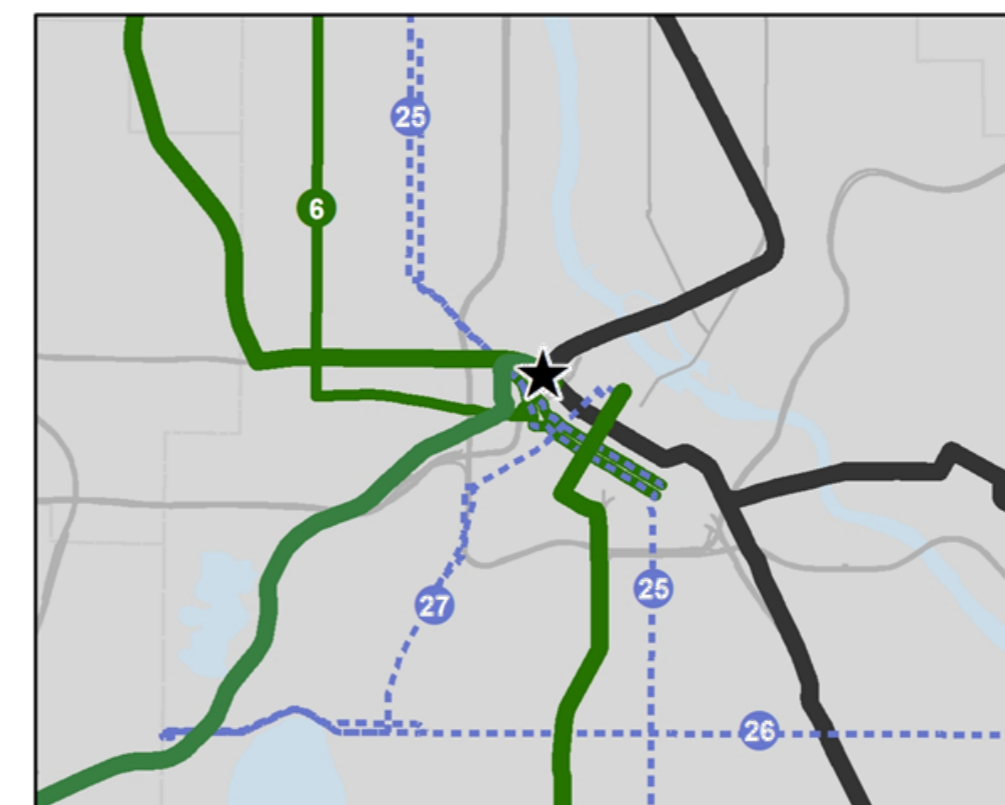
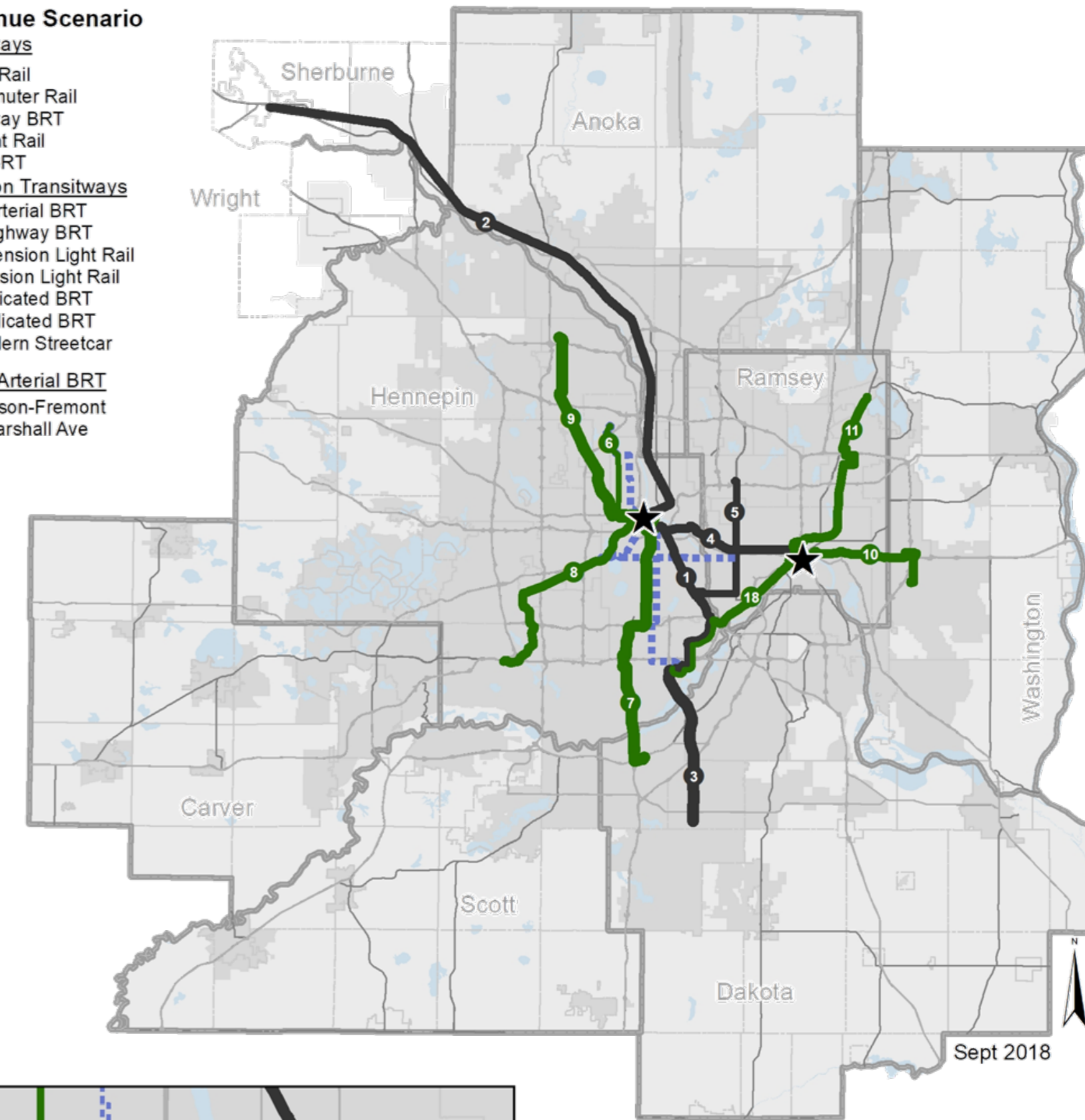
- Locally Preferred Alternative Report
 - Documentation of the study process to identify the preferred mode and alignment
 - Public engagement summary
- Local Resolutions of Support from affected governments
- Expected Project Timeline
- Project Financial Plan
 - Expected project cost and timing
 - Demonstrate realistic expected revenues for the project

What is in the current funded transitway plan?

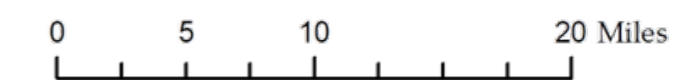
- TPP Current Revenue Scenario identifies existing and funded Transitway corridors to 2040
- 6 Light Rail, Modern Streetcar, and Highway or Dedicated Bus Rapid Transit corridors in development
 - Green Line Extension Light Rail; Blue Line Extension Light Rail; Orange Line Highway BRT; Gold Line Dedicated BRT; Rush Line Dedicated BRT; Riverview Modern Streetcar
- 4 Arterial Bus Rapid Transit projects in development
 - Penn Avenue (C Line) fully funded
 - 3 corridors partially funded: Chicago-Emerson-Fremont (D Line), Lake St and Marshall Avenue (B Line), Hennepin Ave (E Line)

Existing Transitways and Expansion Transitways

- Current Revenue Scenario**
- Existing Transitways**
1. Blue Line Light Rail
 2. Northstar Commuter Rail
 3. Red Line Highway BRT
 4. Green Line Light Rail
 5. A Line Arterial BRT
- Funded Expansion Transitways**
6. Penn Avenue Arterial BRT
 7. Orange Line Highway BRT
 8. Green Line Extension Light Rail
 9. Blue Line Extension Light Rail
 10. Gold Line Dedicated BRT
 11. Rush Line Dedicated BRT
 18. Riverview Modern Streetcar
- Partially Funded Arterial BRT**
25. Chicago/Emerson-Fremont
 26. Lake Street/Marshall Ave
 27. Hennepin Ave



*Numbers are for map reference only and do not indicate any planning purpose or priority



Reference Items

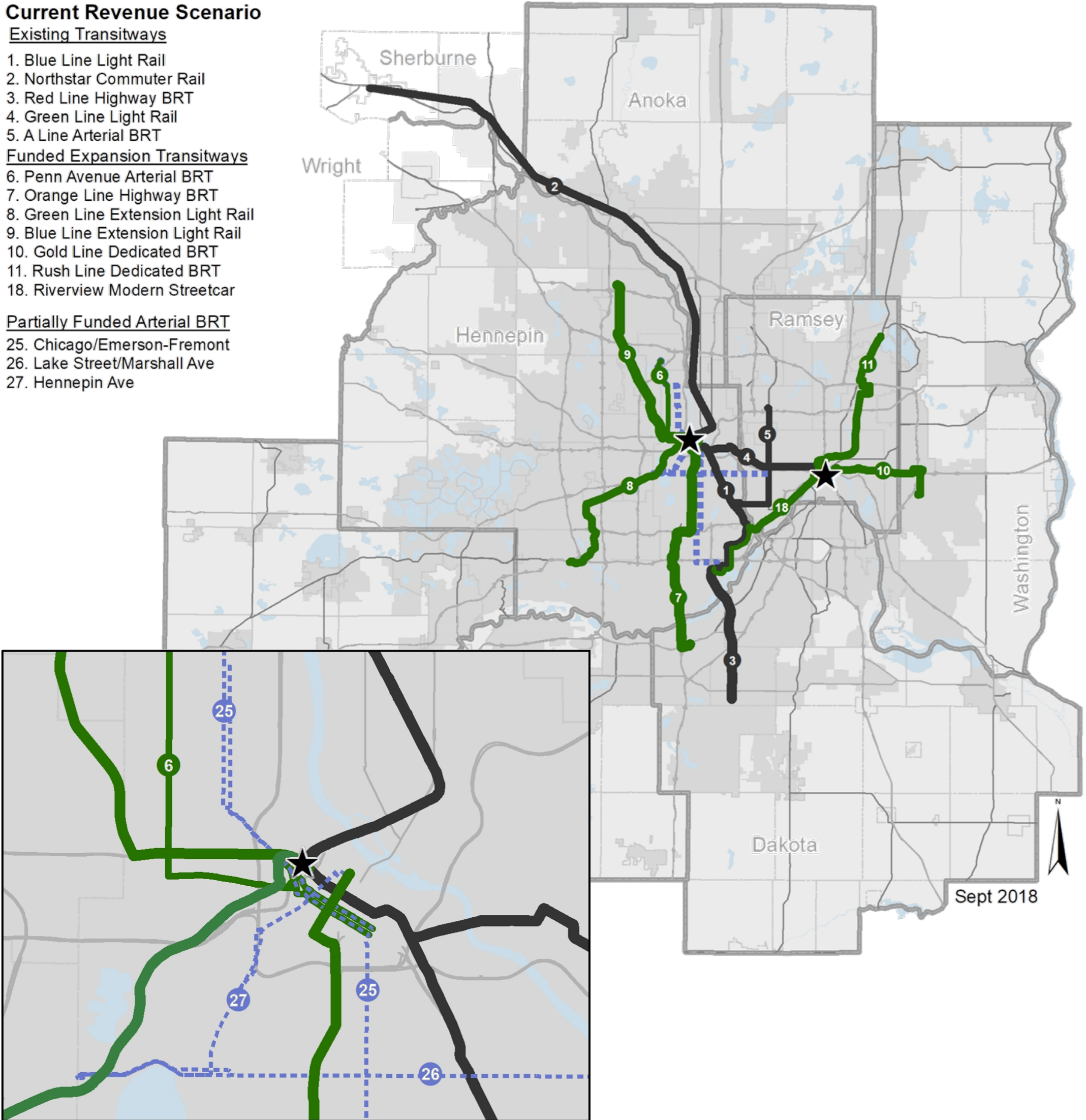
- Principal Arterial Highways
- Other Trunk Highways
- Lakes and Rivers
- City Boundary
- County Boundary
- 2040 Urban Service Area MPO Area
- Regional Multimodal Hub



What is in the larger vision for transitways?

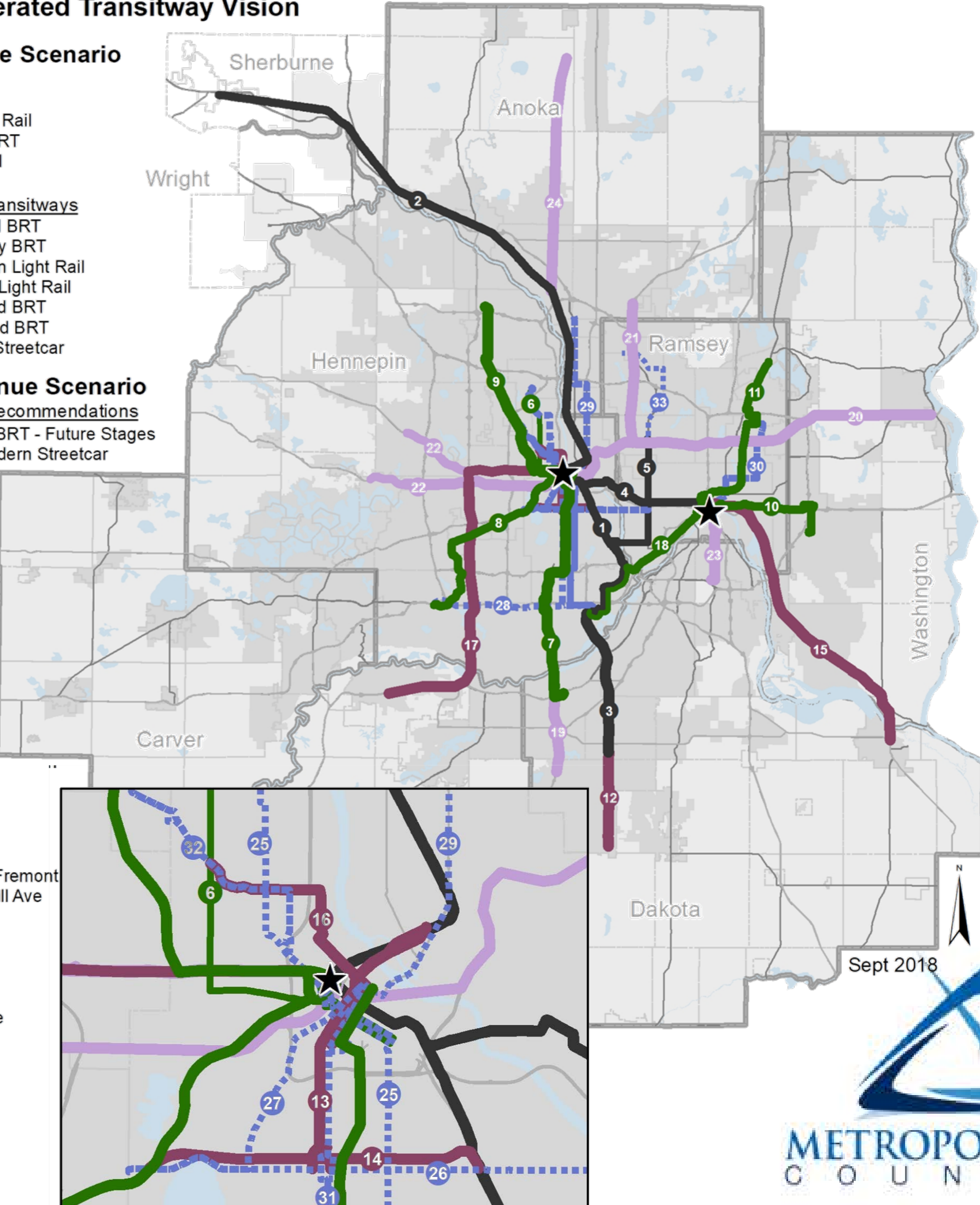
Existing Transitways and Expansion Transitways

- Current Revenue Scenario**
- Existing Transitways
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Transitway System in the Increased Revenue Scenario Building an Accelerated Transitway Vision

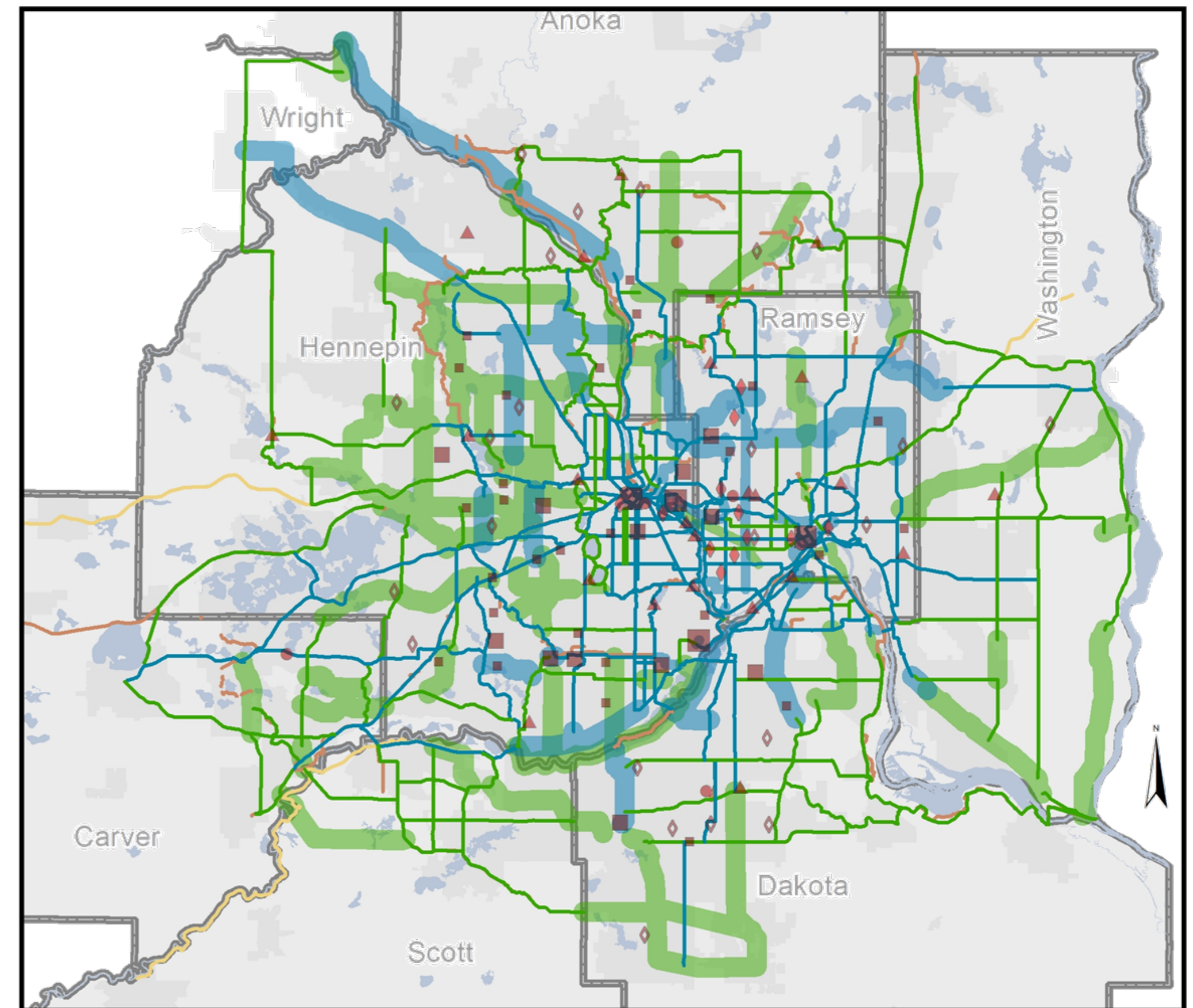
- Current Revenue Scenario**
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 8. Green Line Extension Light Rail
 9. Blue Line Extension Light Rail
 10. Gold Line Dedicated BRT
 11. Rush Line Dedicated BRT
 18. Riverview Modern Streetcar
- Increased Revenue Scenario**
- Projects with Study Recommendations
12. Red Line Highway BRT - Future Stages
 13. Nicollet-Central Modern Streetcar
 14. Midtown Rail
 15. Red Rock Highway BRT
 16. West Broadway Modern Streetcar
 17. Highway 169 Highway BRT
- Projects Under Study or to be Studied
19. Orange Line Ext.
 20. Highway 36
 21. I-35 W North
 22. I-394/Highway 55
 23. Robert St
 24. North Central
- Accelerated Arterial BRT**
25. Chicago/Emerson-Fremont
 26. Lake Street/Marshall Ave
 27. Hennepin Ave
 28. American Blvd
 29. Central Ave NE
 30. East 7th St
 31. Nicollet Ave
 32. West Broadway Ave
 33. A Line Extension



How do we participate in regional bicycle planning?

- Regional Bicycle Transportation Network (RBTN)
 - “Backbone” system for regional bike transportation
 - Encourage coordinated planning and implementation
 - Integrated, seamless network of on-street bikeways and off-road trails
 - Used in prioritizing regional funding for bikeways
- Regional bicycle barrier crossing opportunities
- Bicycle system inventory and data collection

Regional Bicycle Transportation Network



Alignments

- Tier 1
- Tier 2

Corridors

- Tier 1
- Tier 2

Other Trail Systems

- State Trails
- Regional Trails

Regional Destinations

- Metropolitan Job Centers (>50,000 jobs)
- Regional Job Centers (15,000 to 50,000 jobs)
- Subregional Job Centers (7,000 to 15,000 jobs)
- Colleges & Universities
- Large High Schools (>2000 students)
- Major Sport & Entertainment Centers
- Regional Parks (>400,000 visits/yr)

- May 2018
- Reference Items**
- Lakes and Rivers
 - County Boundary
 - 2040 Urban Service Area
 - MPO Area



Questions?