

**2040 Transportation Policy Plan,
Amendment #1:
Arterial Bus Rapid Transit Projects and
Freight Projects**

Transportation Committee, November 22, 2021



Proposed Action

That, for the purposes of holding a public hearing and receiving public comment, the Metropolitan Council:

- Release the attached draft amendment #1 to the 2040 Transportation Policy Plan to amend in the arterial bus rapid transit Network Next system and amend in six MnDOT freight project selections; and
- Authorize a public comment period from December 9, 2021, to January 24, 2022 on the draft document, including a public hearing to be held on January 10, 2022, at 4:00 PM.

TPP Revenue Scenario Definitions

Current Revenue Scenario

Revenues that the region can reasonably expect to be available, based on experience and current laws and allocation formulas, through 2040, including inflationary growth.

Increased Revenue Scenario

Revenues that the region might reasonably attain through policy change, laws, or decisions that increase funding for an illustrative set of prioritized projects and programs.

Transitway Projects in the Current Revenue Scenario

Staff recommends adding transitway projects to the Transportation Policy Plan's Current Revenue Scenario (fiscally constrained plan) as the following criteria are met:

- ✓ The proposed project meets the definition of a transitway listed in the Transportation Policy Plan or documents referenced within it (e.g., Regional Transitway Guidelines)
- ✓ A mode and alignment are identified by a local sponsoring agency and the process for selection is documented, including public involvement summaries and local support
- ✓ Documentation is submitted showing how the project can be built with revenues in the fiscally constrained plan (or reasonable proposed additional revenues)

Arterial Bus Rapid Transit Funding Updates

- 2020 and 2021 Legislature appropriated \$55 M and \$57.5 M for BRT, respectively
- B Line
 - \$14 M from Regional Solicitation grants
 - \$16.1 M from Metro Transit federal and regional transit capital
 - \$35 M from State Bonds (existing)
- E Line
 - \$13 M from Regional Solicitation grants
 - \$6.3 M from Metro Transit federal and regional transit capital
 - \$40.7 M from State Bonds (existing)
- F Line
 - \$25 M from Regional Solicitation grant (2020)
 - \$0.3 M from regional transit capital
 - \$54.5 M from State Bonds (existing and future)
- G Line
 - \$25 M from future Regional Solicitation grant (2022)
 - \$6.4 M from Metro Transit federal and regional transit capital
 - \$52.2 M from State Bonds (future)

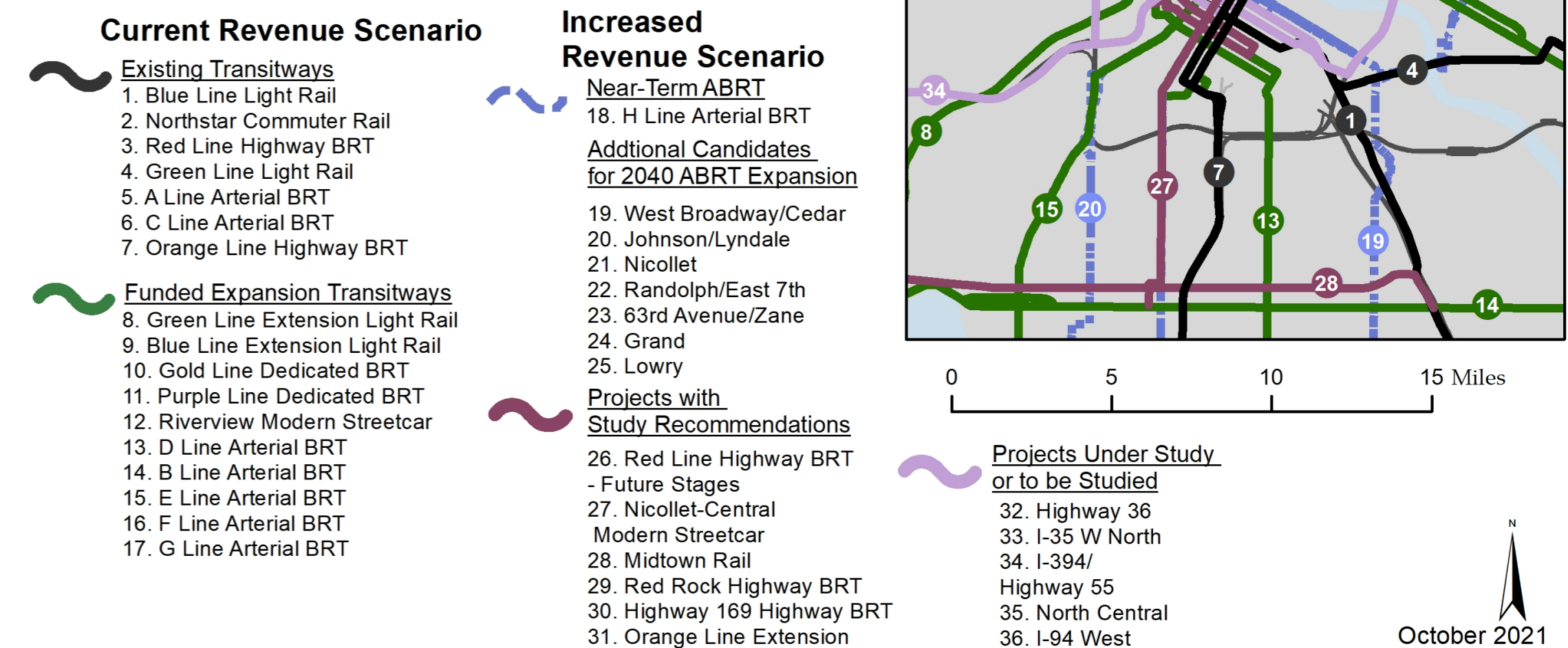
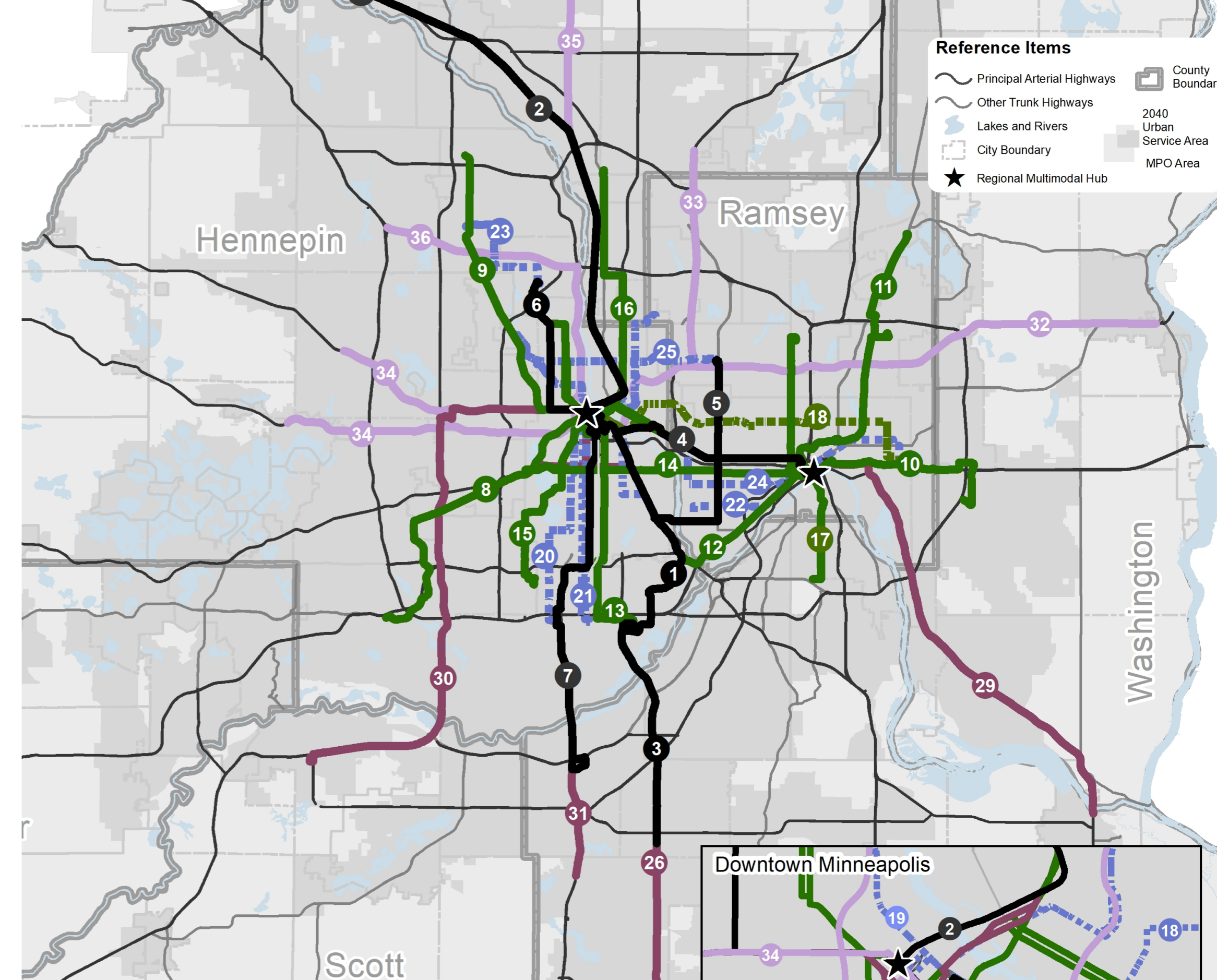
Arterial Bus Rapid Transit Changes

Corridor Updates:

- B Line (Lake/Marshall/Selby) extended to downtown Saint Paul and in Current Revenue Scenario
- E Line (Hennepin /France) in Current Revenue Scenario

Network Next Updates:

- F (Central Ave) and G (Rice/Robert) lines in Current Revenue Scenario
- H Line (Como/Maryland) in Increased Revenue Scenario
- Seven additional lines added or updated in Increased Revenue Scenario
- Three lines removed from TPP



Arterial Bus Rapid Transit Changes

Past Council Actions:

- E Line (Hennepin /France) Alignment – January 22, 2020 (BI 2020-14)
- B Line (Lake/Marshall/Selby) Alignment – October 13, 2021 (BI 2021-244)
- F Line (Central Ave), G Line (Rice/Robert), and H Line (Como/Maryland) Adoption – March 24, 2021 (BI 2021-52)
- Network Next seven additional lines Adoption – October 13, 2021 (BI 2021-245)

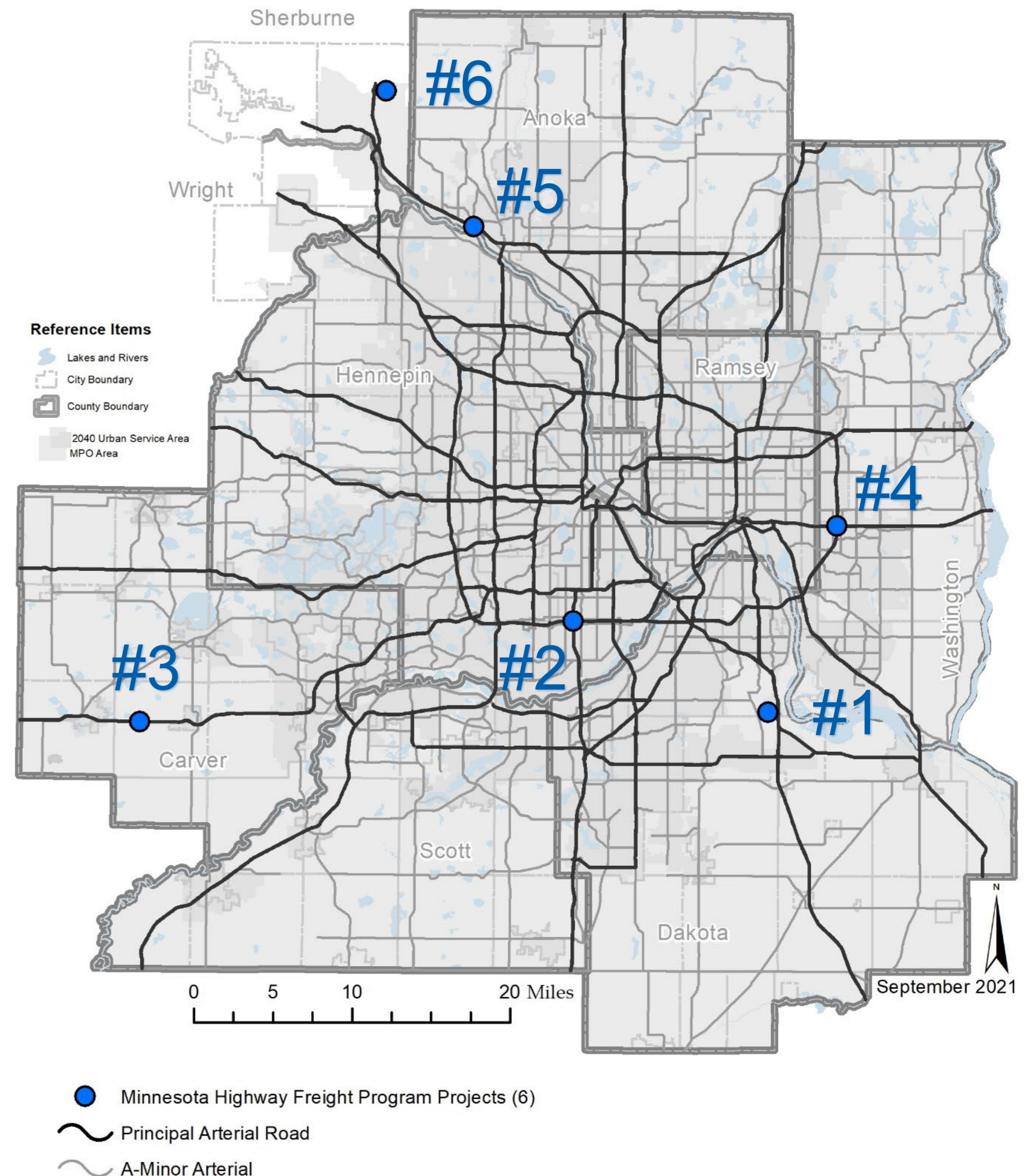
Highway Freight Projects in the Current Revenue Scenario

Staff recommends adding the highway freight projects to the Transportation Policy Plan's Current Revenue Scenario (fiscally constrained plan) as the following criteria are met:

- ✓ The proposal is consistent with the goals, objectives and strategies of the region's 2040 Transportation Policy Plan
- ✓ Documentation is submitted showing how the project can be built with revenues in the fiscally constrained plan (or reasonable proposed additional revenues)
- ✓ Air Quality Conformity is maintained
- ✓ Public Involvement is conducted (upcoming)

MN Highway Freight Program

- 117th Ave Reconstruction and Modernization (City of Inver Grove Heights)
- I-35W/I-494 Interchange Improvements (City of Bloomington)
- Highway 212 Rural Freight Safety (Carver County)
- I-94 Eastbound Lane Improvement (MnDOT, Woodbury/Oakdale)
- Highway 10/169 Ramsey Gateway (City of Ramsey, Anoka County)
- Sherburne County 33 Reconstruction (City of Elk River, Sherburne County)



Council Staff Involvement in Freight Projects

- Council staff representation on the Statewide Freight Investment Committee
- Project submittals required Metropolitan Planning Organization (MPO) letters of support
- Review period for MPO after the project application deadline
- Interchange projects in the metro were required to go through the TPP's Appendix F, Preliminary Interchange Approval Process
- Metro projects were required to be a Tier 1, 2, or 3 corridor in the Metropolitan Council's Regional Truck Freight Corridors in order to apply
- The MPO and MnDOT worked in cooperation to identify Urban and Rural Critical Freight Corridors in the project areas and were subsequently approved by the Federal Highway Administration (FHWA)

TPP Amendment #1 Schedule

Schedule	Date
TAC Planning review and recommend release draft for public comment	10/14/21
TAC review and recommend release draft for public comment	11/3/21
TAB review and recommend release draft for public comment	11/17/21
Transportation Committee recommend release draft for public comment	11/22/21
Council release draft for public comment	12/8/21
Public comment period on amendment begins	12/9/21
Public hearing	1/10/22 at 4:00 P.M.
Public comment closes	1/24/22
TAB Public Comment Report information item	2/16/22
Transportation Committee Public Comment Report and recommendation on final amendment	2/28/22
Council consideration of final amendment	3/9/22



More Information

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