



Highway Investment Approach

September 14, 2023 TPP Technical Working Group



New Context for 2050 TPP



- Post Covid travel patterns
- Greater emphasis on climate, equity and safety
- Population growing 600,000 by 2050
- Recent highway revenue increases
 - Some of the increased federal funding in the form of USDOT discretionary grant programs, so exact projects are unknown currently.
 - MnDOT capital funding distributed to investment categories through MnSHIP, reflects new revenue
 - Counties determining uses of portions of the new sales tax allocated to them
- Transportation GHG Emissions Impact Assessment
- **Other?**

Equity Goal



TPP Goal/Objectives

- Our Region is Equitable and Inclusive
 - Historically disadvantaged communities are better connected to jobs, education, and other opportunities.
 - We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color.
 - We better meet the transportation needs of people who have disabilities or limited mobility.
 - We mitigate and avoid harms to people caused by nearby transportation infrastructure and use (e.g., air quality, noise).

Climate Goal



- State Multimodal Transportation Plan commitments (2040)
 - 80% GHG reduction
 - 14% VMT/capita reduction
- TPP Goal/Objective
 - We Lead on Addressing Climate Change
 - ~By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.

Dynamic & Resilient Goal



TPP Goal/Objectives

- Our Region is Dynamic & Resilient
 - People and businesses trust that transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.
 - People experience more predictable travel times without experiencing excessive delays when traveling on highways.
 - People and businesses can rely on predictable and cost-effective movement of freight and goods.

Preservation



Policies and Actions will Highlight

- Smooth pavement on high and medium speed highways to protect people, goods and vehicles.
- Smooth pavement on low speed highways where bike-lanes present for safety of users.
- Well maintained roads and bridges to minimize life cycle costs and provide reliable infrastructure.
- Well maintained transportation assets for the aesthetic benefits of nearby communities.
- Modern design treatments for the safety and comfort of multimodal travelers.
- Well maintained water treatment and drainage infrastructure to protect our natural systems.
- **Other?**

Changes to Approach for Discussion (1)



- Equity
 - New category of investment resulting from Highway Harms Study
 - More and targeted engagement to disadvantaged communities with studies and projects
 - Increased investment in mitigation measures such as noise walls
 - Increased investment in ADA
- Climate
 - Reliability and Excess Delay thresholds
 - Emphasize opportunities to convert existing capacity for E-ZPass
 - Focus on at-grade intersection improvements
 - New investments in Main Streets-Urban Pavements
 - New MnDOT climate resilience funding, as well as new federal PROTECT funding

Changes to Approach for Discussion (2)



- Mixed Categories
 - Emphasize design for multimodal options, opportunities to reconstruct for complete streets (replace utilities, narrow lanes, improved bike/pedestrian/transit facilities)
 - New funding for transit supportive investments out of the highway mobility funding, (e.g., roadway improvements related to Arterial/Highway BRT projects on MnDOT's system)
 - New MnDOT funding for Main Streets-Urban Pavements

- Thoughts?

Regionally Significant Project List (1)

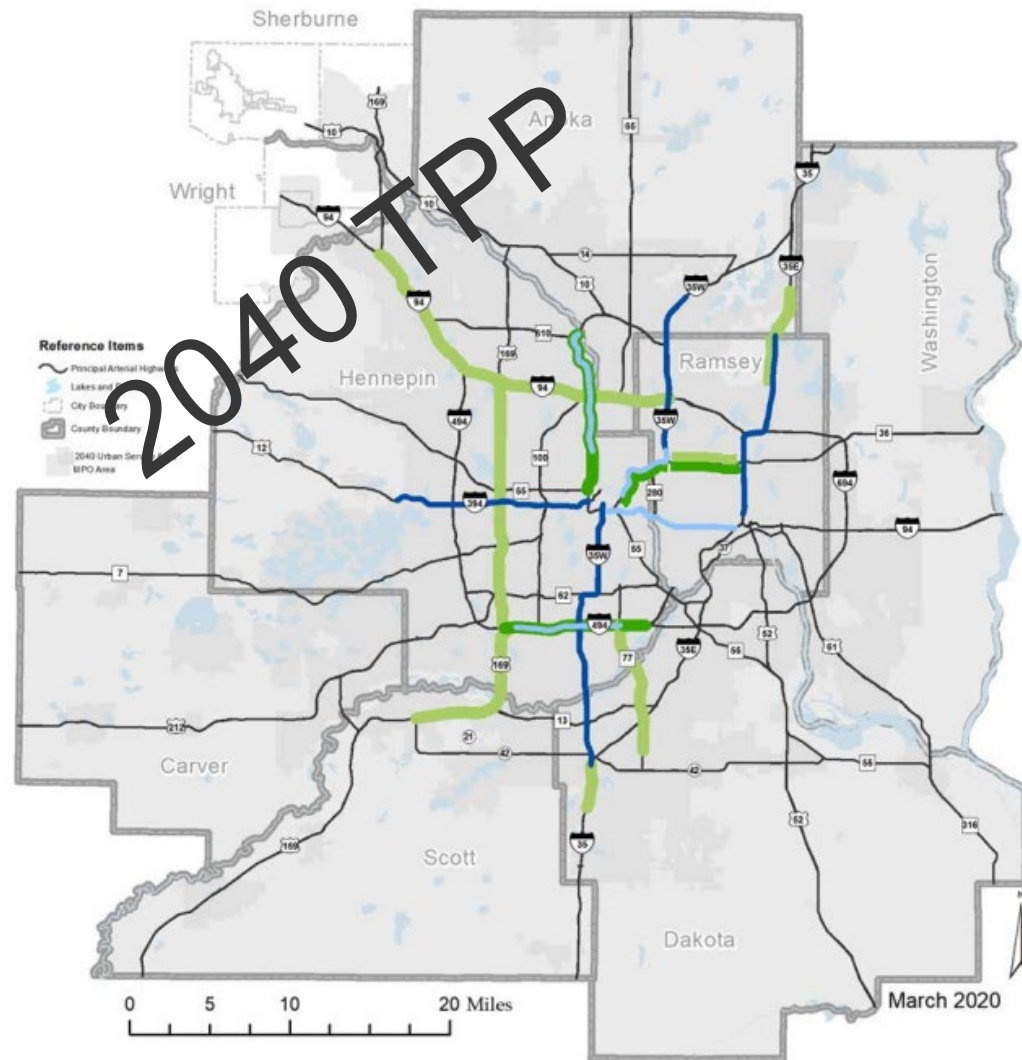


“Current Revenue Scenario”

- **Fully Funded Projects**
 - Regional Solicitation awards
 - Corridors of Commerce awards
 - MnDOT Freight awards
 - MnDOT Mobility Projects
 - E-ZPass, CMSP, FSIS
 - Locally only funded projects
- Intersection Mobility and Safety Study high priority locations (mostly at grade solutions except for)
 - MN 13, MN 65, MN 36/MN 120, and MN 5/Eden Prairie Road

Regionally Significant Project List (2)

Figure 5-18: MnPASS Projects: Increased Revenue Scenario



MnPASS

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

E-ZPass

- From 2040 TPP Current Revenue Scenario:
 - I-35W CR C to Mpls., southbound priority
 - I-494 E Bush Lk Rd to MN 77/Cedar Av
 - MN 252/I-94 MN 610 to Dowling
- Add** three 2040 TPP Tier II Corridors, rest of...
 - I-35W CR C to Mpls.
 - I-494 W Bush Lk Rd to MN 5
 - I-94 Dowling to 4th Street
- Under study**
 - I-94 Downtown Mpls. to St. Paul

Results in no new principal arterial roadways or new freeway general purpose lanes planned between now and 2050.

Process

Investment and Other Studies

- Intersection Mobility and Safety Study (2023)
- Regional Safety Action (2024)
- Congestion Management Process Pilot Corridor Analysis (2024)
- E-ZPass Prioritization ~ 2025
- Congestion Management Safety Plan (TBD)

Process

- Congestion Management Process
- Appendix F: Preliminary Interchange Approval Process
- TPP Amendments
- Metro Freeway Project Approval

Future Work Program Items



- Existing Interchange Modernization Study (TBD)
- Main Streets/Urban Pavements Prioritization (TBD)
- Minor Arterial Sub-Classification Study (TBD)

- **Other Ideas?**



Tony Fischer

Transportation Planner
Metropolitan Transportation Services

