Highway Investment Plan
TPP Technical Working Group

December 2023
metro council.org
Chapter Review, background

- Highlighted yellow areas represent data, maps and text that are actively being worked on
- Less but better
- Regionally significant projects are required to be in this plan
- Material suggestions preferred over grammar/word choice
- Suggestions for graphics, call out text and photos helpful
- Coordination across chapters is ongoing
- Sept. 14 Highway Investment Preview here
Highway Chapter Outline

• **Introduction**
  • Regional Highway System
  • Met Council Role in Planning for Highways
  • Relationship to Plan Goals

• **Existing Highway System**
  • Preservation of a Large and Aging System
  • Safety
  • Multimodal Needs Along and Across Highways
  • Recurring Congestion and Reliability
  • Funding (State, Local and competitive)

• **Highway Investment Plan**
  • Principles
  • Investments
  • Operations and Maintenance
  • Preservation of Existing Highway Assets
  • Safety
  • Regional Mobility
  • Direction for Unallocated Funding
Introduction, Regional Highway System

- Mode share, transit and freight on highways
- Population growth anticipated
- Regional Highway System
  - Principle and Minor arterials
  - Ownership
  - Centerline miles and VMT across functional classes
Introduction, Highway Planning

- Relationship to State Multimodal Transportation Plan (SMTP) and Minnesota State Highway Investment Plan (MnSHIP)
- Regional Solicitation
- Role of studies to inform investments and difficult issues
- Regionally Significant definition
- Congestion Management Process
- Preliminary Interchange Approval Process (Appendix F)
- Staff participation on corridor studies
- Comprehensive Plans
- Metro Freeway Project Approvals
- Right-of-Way Acquisition Loan Fund
Introduction, Relationship to Goals

TPP Goals from Regional Development Guide

- Our region is equitable and inclusive
- Our communities are healthy and safe
- Our region is dynamic and resilient
- We lead on addressing climate change
- We protect and restore natural systems
Existing Highway System

- Preservation of a Large and Aging System
- Safety
- Multimodal Needs Along and Across Highways
- Recurring Congestion and Reliability
- Funding
  - State Highways
  - Local Investments
  - Competitive Opportunities
Highway Investment Plan, Principles

- Safety for all users first
- Prioritize existing problems
- Largest investments are expected for preservation, use these as catalysts to achieve multiple goals
- Highways serve multiple modes
- Mobility projects are necessary
  - Address excess delay
  - Mobility hierarchy orders strategies beginning with the least costly/impactful (TDM, traffic management technologies, spot mobility, interchanges, managed lanes, targeted regional capacity)
- Use existing infrastructure and ROW to maximum extent possible
- Coordinate regional and local projects
Highway Investment Plan, Investments

Four Investment Categories:

• Operations and Maintenance
• Preservation of Existing Highway Assets
• Safety
• Regional Mobility
Highway Investment Plan, Mobility

- Travel Demand Management
- Traffic Management Technologies
- Spot Mobility
  - Regional Solicitation Spot Mobility
  - CMSP 4 w/ ROI < 10 years, ~$100m
  - FSIS at-grade, <$10m, ROI <4 years
  - IMSS ~63 additional at grade solutions
- Interchanges
  - Regional Solicitation, locally led
  - Intersection Mobility and Safety Study (5)
- Managed Lanes
  - I-494, MN 252/I-94 and I-35W Gateway
- Targeted Regional Capacity (was “Strategic Capacity”)
  - Regional Solicitation
  - Locally led projects
Highway Investment Plan, Unallocated

- Priority
  - Safety
  - Regional Mobility
  - Multimodal/ADA
- Rethinking I-94
Work Program

• Regional Safety Action (2024)
• Congestion Mitigation Safety Plan (2024)
• E-ZPass Prioritization ~ 2025
• Main Streets/Urban Pavement Prioritization
• Existing Interchange Modernization Study

• Other ideas?
Thank You

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