Summary Presentation
2010 Update
What is the Transportation Policy Plan? (TPP)

The region’s long-range transportation plan

• Includes all modes of transportation: highway, transit, airports, freight, biking, pedestrians
• Meets the federal requirements for a long-range transportation plan
What is the Transportation Policy Plan? (TPP)

The region’s long-range transportation plan

• As the region’s Metropolitan Planning Organization (MPO) the Council is required to produce this plan

• Prepared in coordination with Mn/DOT, MAC, Transportation Advisory Board (TAB) and its Technical Advisory Committee (TAC) and task forces focused on the bicycle, pedestrian, and aviation plans.
Why update the TPP now?

- Federal requirement to update every 4 years
- Prior highway plan needed to be updated to meet federal requirement for fiscally constrained plan
- Prior plan did not include major expansion projects – just TIP and bridge improvements
Why update the TPP now?

- Jan. 2009 TPP committed to develop a new highway investment policy direction by 2010
- Major studies completed since January 2009
  - Metropolitan Highway System Investment Study (MHSIS)
  - MnPASS II Analysis
  - Congestion Mitigation Safety Plan (CMSP)
  - Major Projects Reassessments
- Aviation plan updated with new forecasts
How is the plan prepared?

• Prepared in partnership with Minnesota Department of Transportation (Mn/DOT), Metropolitan Airports Commission (MAC)
• Input from Transportation Advisory Board (TAB), its technical and policy committees
• TAB recommended draft plan (July)
• Public input (August – October)
• Council adoption (November)
Stakeholder, public input

- Highway study outreach – January through May
- TAB technical and policy committees – June, July
- Transportation Committee - July 26
- Public Hearings – August, September
Public comment period

- Aug. 23 through Oct. 7
- Comments from more than 220 individuals and organizations
  - 7 counties, 24 cities, 23 organizations, 9 legislators, 153 metro-area residents
- Cited more than 300 specific issues
- Public Comment Report available at metrocouncil.org (or click link)
Primary plan changes

- Regional Mobility
  - Congestion Management Plan
  - Performance Measurement
- Highways
  - Updated investment strategy
  - Includes updates from recent studies
- Aviation – first major update since 1996
Plan Highlights by Chapter
Transportation Finance

• Federal law requires plan to be based only on revenues that are expected
• Cannot project beyond expected revenue streams
• Mn/DOT prepares highway estimates
• Metropolitan Council prepares transit estimates
Transportation Finance

Issues Identified

• Lack of funding for highway expansion
• Volatility and decrease of Motor Vehicle Sales Tax (MVST) revenues
• Revenue source lacking to grow bus operations
• Increasing gas prices/flat gas tax revenues
• Costs rising faster than inflation
• Uncertain future of federal revenues
Regional Mobility

Issues

• 3.6 million metro residents in 2030
• In 2030, most highways will experience congestion
• More than 6 times the available resources is necessary to “solve” congestion
Regional Mobility

Managing Congestion

- Optimize highway investments to move more people (not just vehicles)
- Invest in strategic highway and transit expansion
- Promote transportation-efficient land use
- Promote alternatives to driving alone (walking, biking, carpooling, telecommuting, etc.)
- Provide travel choices between driving alone in an automobile
Regional Mobility

- Defines Congestion Management Process (CMP) as required by federal law.
- Emphasizes multi-modal approach to addressing congestion
  - Highway Transportation System Management (TSM)
  - Transportation Demand Management (TDM)
  - Transit Opportunities
  - Land Use Policy
Regional Mobility

2010 TDM Study recommendations include:

• Focus local and regional TDM efforts on
  — employment centers
  — corridors with significant investments in multimodal options

• Develop consistent regional performance measures for program evaluation

• Allocate future funding based on monitored performance
Highways

Region has a strong foundation for implementing management solutions:

• Mn/DOT is a national leader in management infrastructure investments
• 300 miles of bus-only shoulders
• Successful experiences with lower-cost/high-benefit projects
• Existing use of pricing
Highways

Building a flexible highway strategy:

- Manage rather than eliminate congestion
- Lower-cost projects
- Fully utilize right-of-way, pavement, capacity
- Multi-modal system investments
- Reservoir of future policy-consistent projects
- Guidelines for locally initiated highway projects
Highways

Regional Highway Investment 2011-2030

*TIP 2011-2014*

- Local and Mn/DOT Highway $1.3 B
- Chapter 152 Bridge $1.1 B

2015-2030 Funds (est.)

- State Road Construction $3.6 - $4.2 B
- Ch. 152 Bridge (2015-2018) $.3B
- Regional Solicitation $1.7 - $1.8 B

**Total Investment** $8.0 - $8.7 B
### Highways

#### State Road Construction Funds, Metro District

*(in millions)*

<table>
<thead>
<tr>
<th>Period</th>
<th>Federal *</th>
<th>State</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015 - 2020</td>
<td>$ 430</td>
<td>$ 900</td>
<td>$ 1,330</td>
</tr>
<tr>
<td>2021 - 2030</td>
<td>$ 950</td>
<td>$ 1,550</td>
<td>$ 2,500</td>
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<tr>
<td>TOTAL</td>
<td>$ 1,380</td>
<td>$ 2,450</td>
<td>$ 3,830</td>
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</table>

*Mn/DOT Metro receives an average 45% of the federal funds that come to the region.*
# Highways

## 2015-2030 Congestion Mitigation Funding

*(in millions)*

<table>
<thead>
<tr>
<th></th>
<th>2015-20</th>
<th>2021-30</th>
<th>2015-30</th>
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<tbody>
<tr>
<td>Active Traffic Management</td>
<td>$30</td>
<td>$50</td>
<td>$80</td>
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<tr>
<td>Lower-Cost / High-Benefit</td>
<td>$120</td>
<td>$200</td>
<td>$320</td>
</tr>
<tr>
<td>(CMSP Projects)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Managed Lane / Strategic</td>
<td>$170</td>
<td>$330</td>
<td>$500</td>
</tr>
<tr>
<td>Capacity Enhancements</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>TOTALS</strong></td>
<td><strong>$320</strong></td>
<td><strong>$580</strong></td>
<td><strong>$900</strong></td>
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</tbody>
</table>
Highways

Proposed
Active Traffic Management (ATM)
Highways

Lower Cost, High Benefit Projects
Highways

MnPASS
Managed Lane Vision
Highways

“Reservoir” of Projects

• Metropolitan Highway System Investment Study (MHSIS) policy direction
• Approximately $1 billion to $1.5 billion in projects
• Final recommendations being developed
  • How to grow MnPASS system
  • Integrate with MnPASS II analysis
Highways

Non-Freeway Trunk Highway Investments: Policy Direction

• Preservation, safety and management investments
• Lower-Cost/High-Benefit Projects
• Intersection conversion/mobility projects based on Mn/DOT reassessment
Highways

Non-Freeway Trunk Highway Investments: Funding Sources

- Preservation Set Asides
- Transportation System Management (CMAQ)
- Highway Safety Improvement Project (HSIP)
- Cooperative Agreements
- STP
# Highways

## Project Funding Priorities 2015 - 2020

<table>
<thead>
<tr>
<th>Category</th>
<th>Projected Budget</th>
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<tbody>
<tr>
<td><strong>Active Traffic Management (ATM)</strong></td>
<td></td>
</tr>
<tr>
<td>Add and Enhance Electronic Infrastructure of Trunk Highways ATM required for I-494 Managed Lane, Westbound from I-35W to TH 100</td>
<td>$30 million</td>
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<tr>
<td></td>
<td>$23 million</td>
</tr>
<tr>
<td></td>
<td>$7 million</td>
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<tr>
<td><strong>Lower-cost/High-benefit</strong></td>
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<tr>
<td>Set aside to be programmed through CMSP process under development</td>
<td>$120 million</td>
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<tr>
<td>Available for lower cost/high benefit projects in Table 6-ABC and others</td>
<td>$60 million</td>
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<tr>
<td>Highway 252, add general purpose lane north and south of 81st Ave. intersection to complete 3 general purpose lanes northbound</td>
<td>$57 million</td>
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<td></td>
<td>$3 million</td>
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<tr>
<td><strong>Capacity Enhancements</strong></td>
<td></td>
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<tr>
<td>Extend Highway 610 to I-94 with lower-cost investment 35E/Cayuga managed lane, direct connection to CBD and/or extension</td>
<td>$170 million</td>
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<tr>
<td>MnPASS II set aside; This would be reduced if Highway 610 or I-35E costs increase</td>
<td>$85 million</td>
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<td></td>
<td>$15-50 million</td>
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<tr>
<td></td>
<td>$35-70 million</td>
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Transit

What’s New

• Project status/maps updated
• Midtown, intercity rail, multi-modal hubs added to transitway map
• Language revised on commuter rail feasibility
• Acknowledges work on transitway guidelines
Transit

Continue progress toward goal of doubling regional ridership by 2030

• Strengthening the region’s bus system
• Building a network of transitways
Transit

2030 Ridership Goals and Progress
Transit

Major Transit Issues

- Demand for service increasing
- Declines in major revenue source (MVST)
- Projected operating costs exceed projected revenues
- Much land use not supportive of transit
- Congestion hinders fast, reliable transit – MnPASS/managed lanes can help
Transitway Progress

• Northstar Commuter rail opened in late 2009
• Central Corridor LRT nearing full-funding grant agreement
• Southwest Corridor designated as LRT; beginning preliminary engineering and environmental impact work
• Other transitways continuing analysis
Transit
2030
Transitways Map
Transitway development potential:

- Completion of the Central Corridor LRT and Southwest LRT lines, followed by two additional LRT lines between 2020 and 2030
- 1 additional commuter rail line (2020-30)
- 4 station-to-station BRT lines (two by 2020, two more by 2030)
- 9 arterial BRT services
### Transit

#### Transit plan costs and revenues

<table>
<thead>
<tr>
<th>Costs</th>
<th>Maintain</th>
<th>Expand</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Capital 2011-20</td>
<td>$700 million</td>
<td>$2.4 - 2.85 billion</td>
<td>$3.1 - $3.55 billion</td>
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<tr>
<td>Capital 2021-30</td>
<td>$700 million</td>
<td>$2.3 - $2.65 billion</td>
<td>$3 - $3.35 billion</td>
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<tr>
<td>2020 Annual Operating Subsidy</td>
<td>$280 million</td>
<td>$75 - $100 million</td>
<td>$355 - $385 million</td>
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<tr>
<td>2030 Annual Operating Subsidy</td>
<td>$280 million</td>
<td>$195 - $235 million</td>
<td>$475 - $515 million</td>
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</tbody>
</table>

**Notes**
- Revenue and cost estimates are calculated in 2010 dollars.
- Regular bus system and bus transitway expansion operating costs are not fully funded.
Freight

- Freight and goods movement is essential to the regional and state economies
- Primary freight issues:
  - Freight congestion on highways and railroads
  - Rising fuel costs
  - Freight safety and security
- Recommendations include joint freight study with Mn/DOT in 2012
Freight

Average Daily Truck Traffic
Freight

Regional Freight System
Pedestrians & Bicyclists

- Bicycling rate is up, yet barriers still exist
- Good pedestrian environment essential to transit success
- Accessibility for persons with disabilities
- Highways create barriers for pedestrians
- Bicycling shows promise as option for short trips
Pedestrians & Bicyclists

Recommendations

- Connections to transit
- Removals of barriers
- Safety improvements
- Bike/pedestrian accommodations on road construction projects
- Regional bicycle system inventory/master study
- Prepare regional signage and wayfinding plan
- Complete Streets components
Aviation

Aviation Plan

• New 2030 Forecast
• Incorporates results of technical evaluation
• Keeps current functional classifications
• Changes role of Forest Lake airport
Aviation Plan

- Region is well served by existing general aviation airports – no new airports planned (search area eliminated)
- New Long-term Comprehensive Plans for Minneapolis-St. Paul International, and for 3 reliever airports
- Updates appendices
For More Information

— Full text of the plan is available at www.metrocouncil.org.

— CDs and printed copies are available from the Regional Data Center
  • Phone: 651-602-1140
    FAX: 651-602-1464
    E-Mail: data.center@metc.state.mn.us