

2030

TRANSPORTATION

Policy Plan

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.

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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

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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

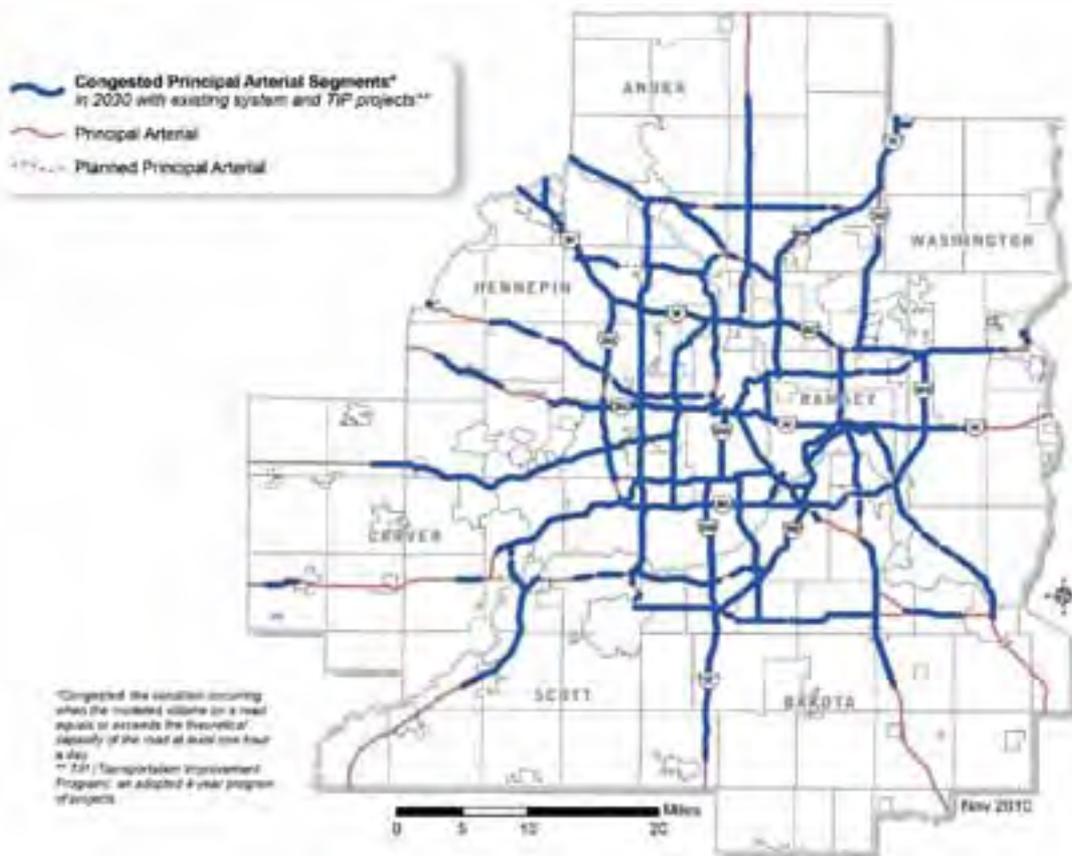
- Federal law requires plan to be based only on revenues that are expected
- Cannot project beyond expected revenue streams
- Mn/DOT prepares highway estimates
- Metropolitan Council prepares transit estimates

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**

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Highways

State Road Construction Funds, Metro District *(in millions)*

	Federal *	State	Total
2015 - 2020	\$ 430	\$ 900	\$ 1,330
2021 - 2030	\$ 950	\$ 1,550	\$ 2,500
TOTAL	\$ 1,380	\$ 2,450	\$ 3,830

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

Highways

2015-2030 Congestion Mitigation Funding

(in millions)

	2015-20	2021-30	2015-30
Active Traffic Management	\$ 30	\$ 50	\$ 80
Lower-Cost / High-Benefit (CMSP Projects)	\$ 120	\$ 200	\$ 320
Managed Lane / Strategic Capacity Enhancements	\$ 170	\$ 330	\$ 500
TOTALS	\$ 320	\$ 580	\$ 900

Highways

Proposed Active Traffic Management (ATM)

Mn/DOT Active Traffic Management System (all trunk highways shown)

- Coordinated Signals
- Coordinated, ATM in place or funded by 2011
- Coordinated, ATM Planned not funded, not programmed
- Freeway Management System
- Freeway Management System Planned not funded, not programmed
- Mn/DOT Trunk Highway System

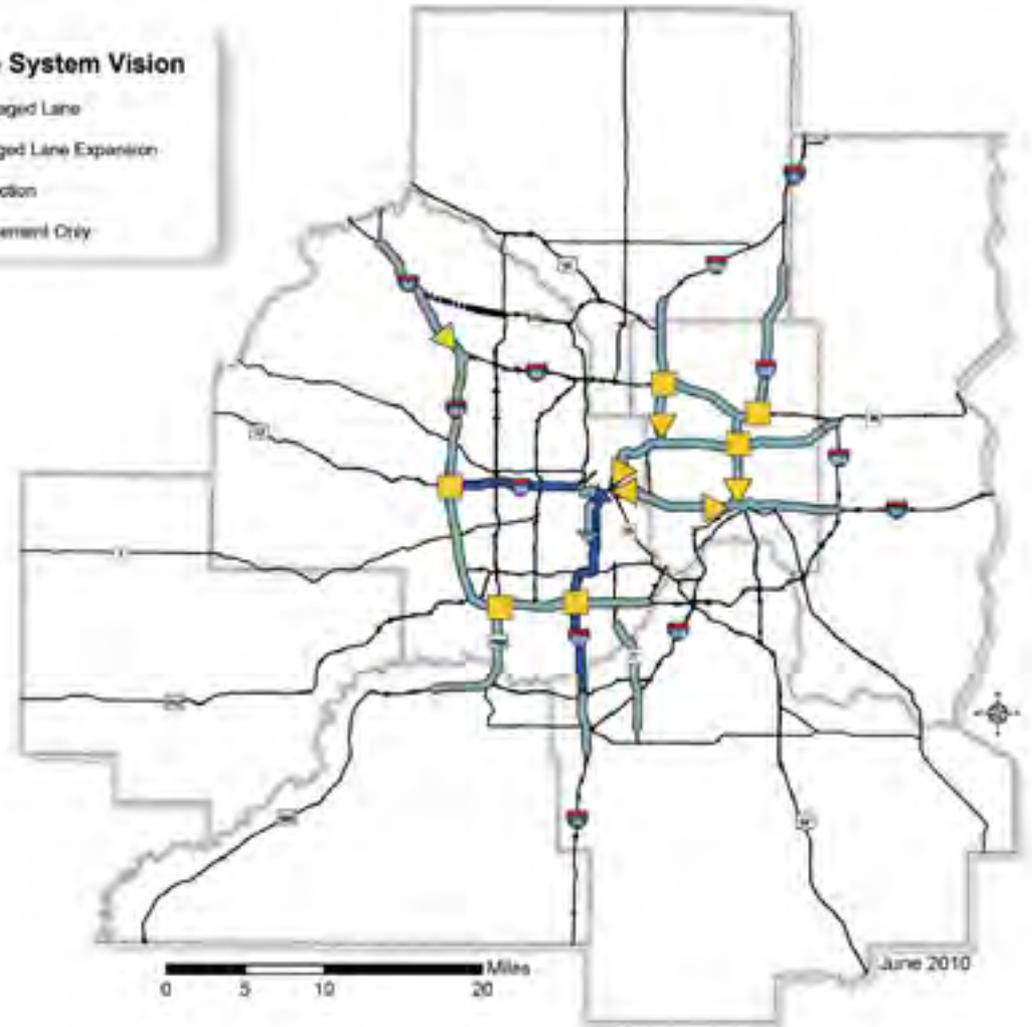


Highways

MnPASS Managed Lane Vision

Managed Lane System Vision

- Existing Managed Lane
- Future Managed Lane Expansion
- Direct Connection
- Through Movement Only



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

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

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

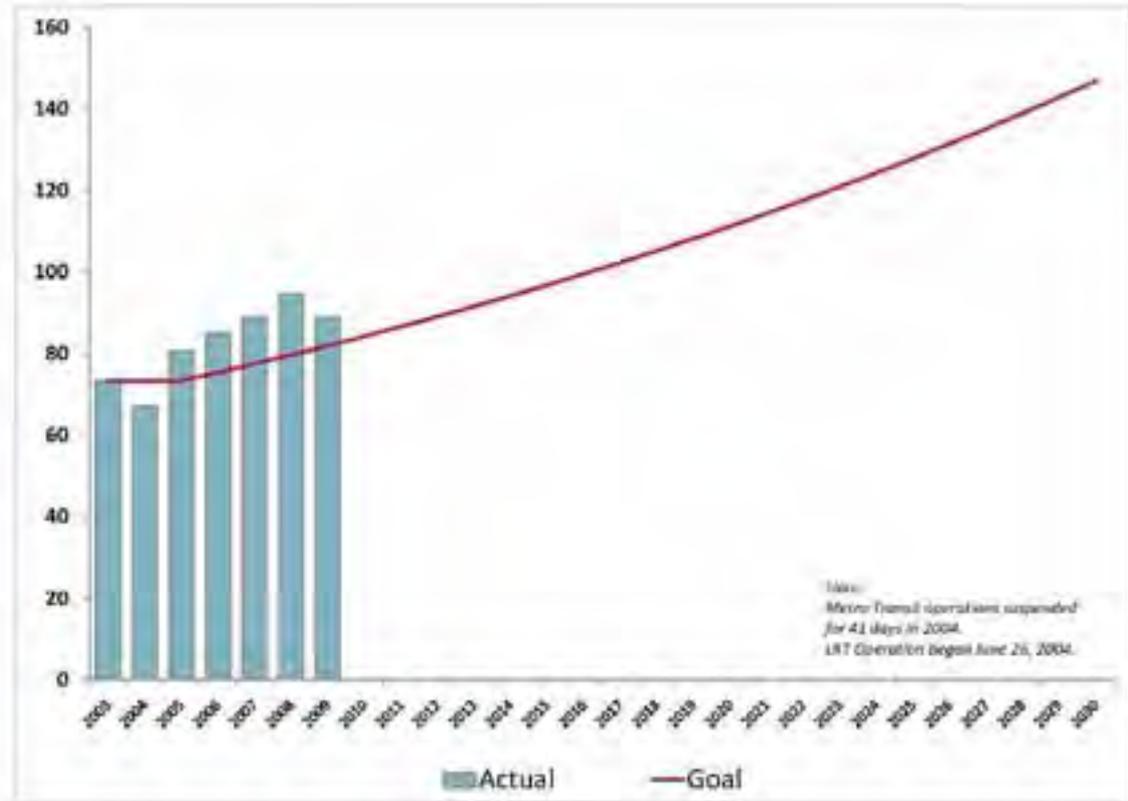
Transit

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

Transit

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

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

Costs	Maintain	Expand	Total
Capital 2011-20	\$700 million	\$2.4 - 2.85 billion	\$3.1 - \$3.55 billion
Capital 2021-30	\$700 million	\$2.3 - \$2.65 billion	\$3 - \$3.35 billion
2020 Annual Operating Subsidy	\$280 million	\$75 - \$100 million	\$355 - \$385 million
2030 Annual Operating Subsidy	\$280 million	\$195 - \$235 million	\$475 - \$515 million

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

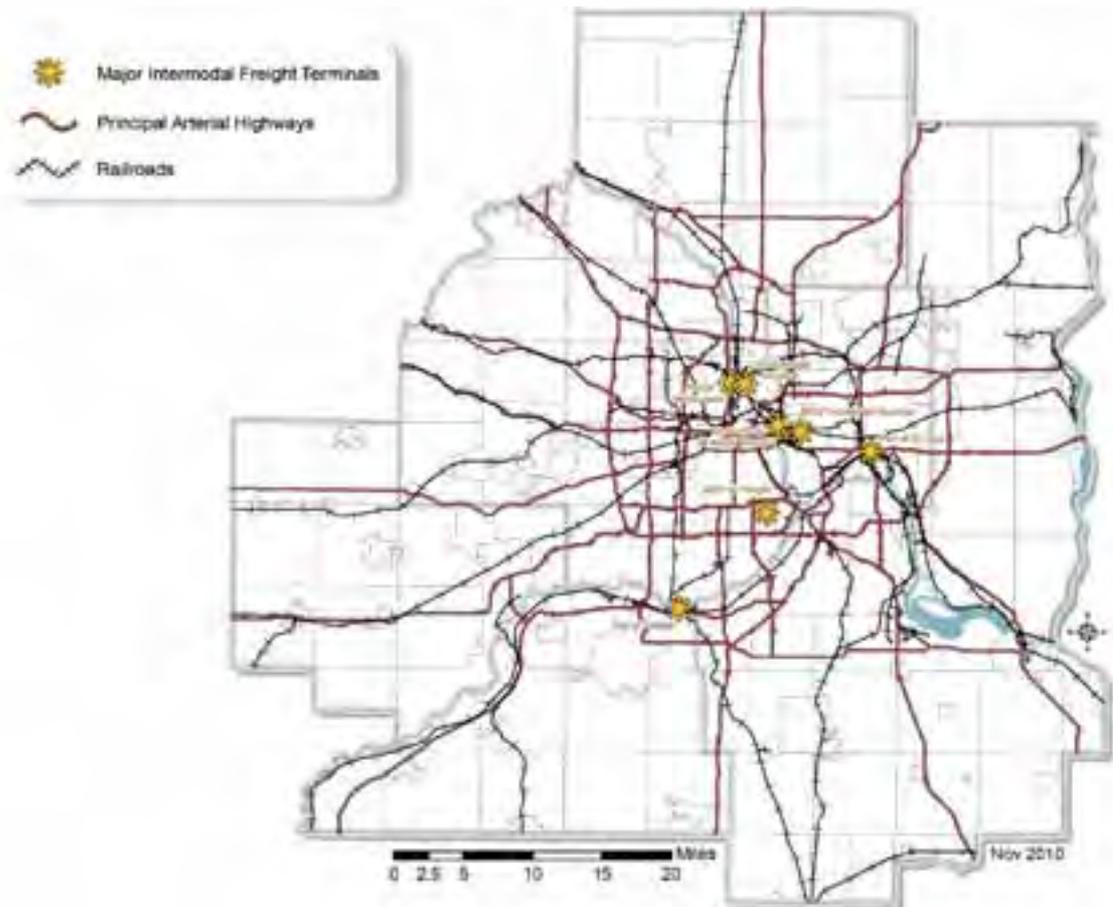
Freight

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

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