

2030

TRANSPORTATION *Policy Plan*

Summary



What is the Transportation Policy Plan (TPP)?

The region's long range transportation plan

Includes all modes of transportation: highways, transit, airports, freight, biking, pedestrians

Meets the federal requirements for a long-range transportation plan

The Metropolitan Council is required to produce this plan as the region's Metropolitan Planning Organization (MPO)

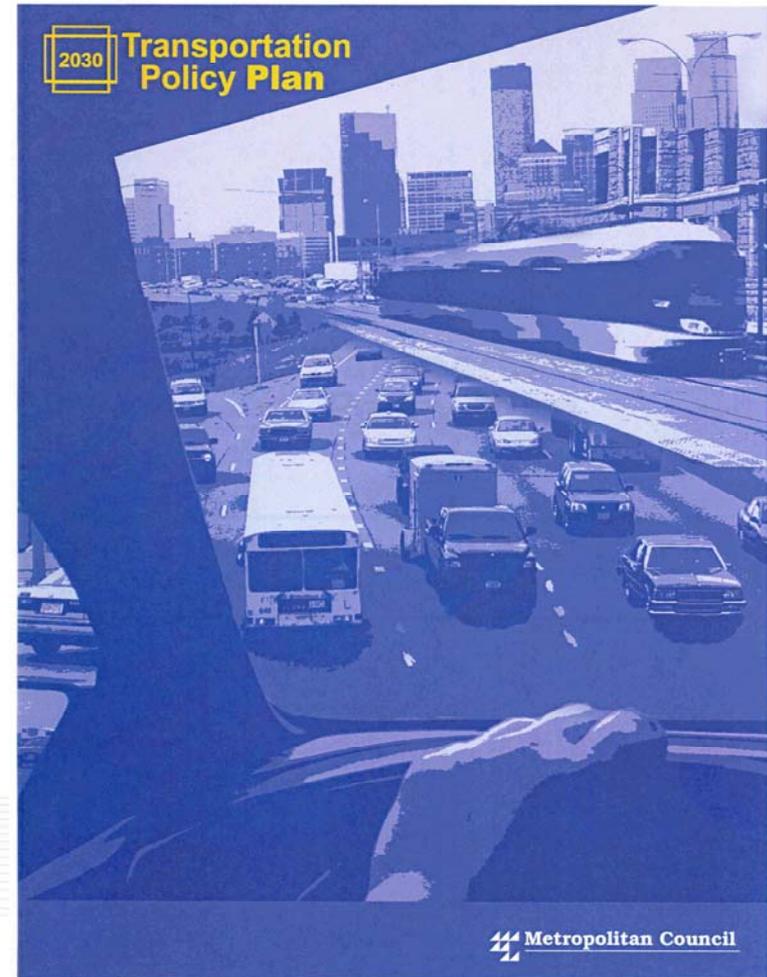
Prepared in coordination with Mn/DOT, MAC, Transportation Advisory Board (TAB) and its Technical Advisory Committee (TAC) and task forces focused on the bicycle, pedestrian, and aviation plans.

Why Is An Update Needed?

To meet federal requirements for a long-range plan update every four years

To address new policy issues since the previous 2004 Transportation / Aviation Policy Plans

To plan for new transportation funding received since 2004



Finance



Plan Must Be Fiscally Constrained

Federal law requires that the plan only assume revenues that can be reasonably expected to be received

Cannot assume projects beyond expected funding streams

MnDOT prepares estimates of highway funds; the Met Council estimates transit funds

Finance

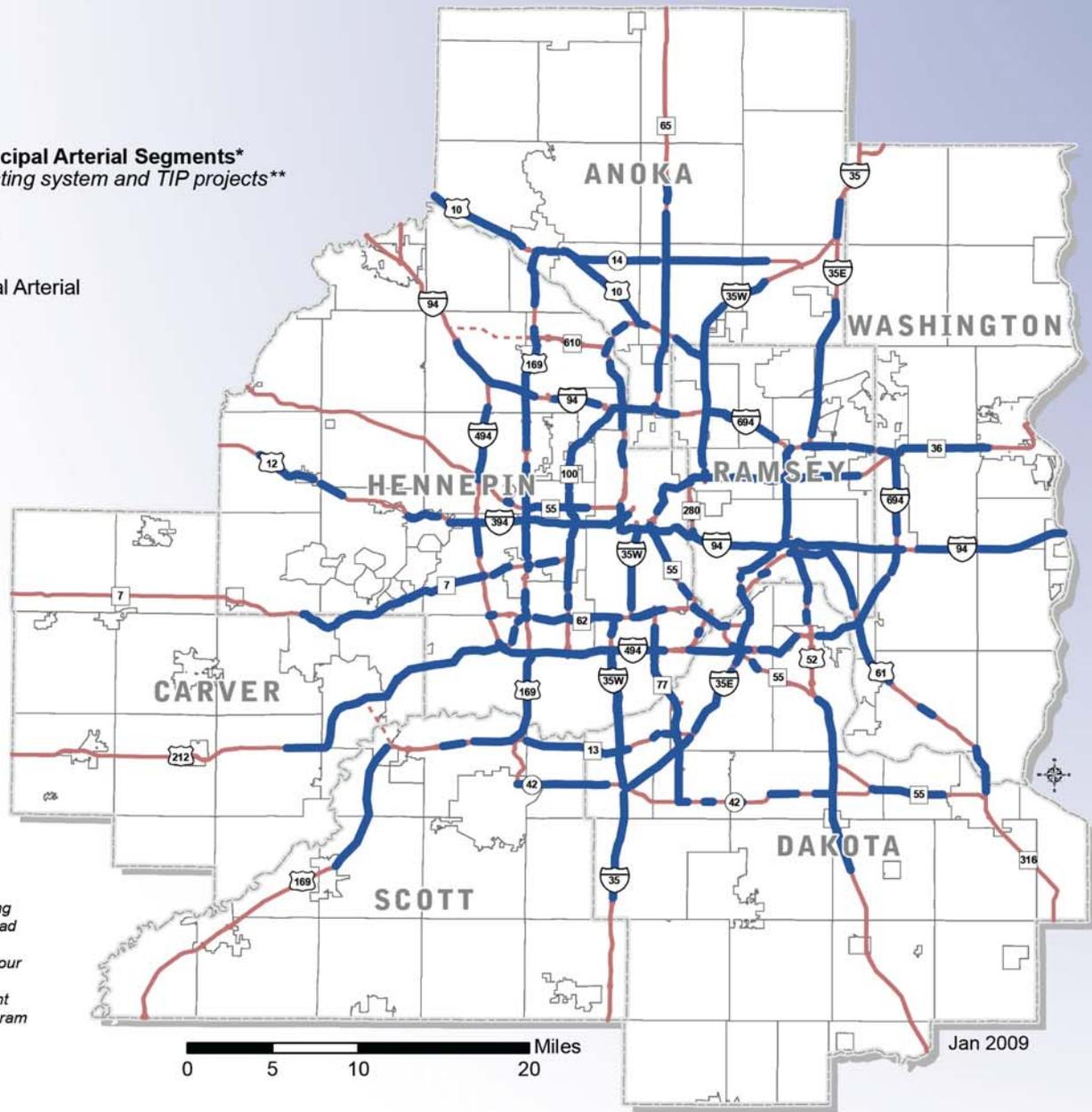
Issues:

- Lack of funding for highway expansion
- Volatility and decrease of MVST revenues
- Revenue source lacking to grow bus operations
- Increasing gas prices/flat gas tax revenues
- Costs going up faster than inflation
- Uncertain future of federal revenues

Regional Mobility



-  **Congested Principal Arterial Segments***
in 2030 with existing system and TIP projects**
-  Principal Arterial
-  Planned Principal Arterial



*Congested: the condition occurring when the modeled volume on a road equals or exceeds the theoretical capacity of the road at least one hour a day.
 ** TIP (Transportation Improvement Program): an adopted 3-year program of projects

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Regional Mobility Issues

- Additional one million residents
- Travel has been increasing much faster than highway expansion
- Solving congestion would cost 20x more money than currently projected
- Maintenance and preservation (including bridge rehab) will take up most available road funding

Need to shift emphasis from fixing congestion to managing congestion

Managing Congestion

- Optimize highway investments to move the largest number of people, not cars
- Invest in strategic localized highway expansion
- Invest in strategic transit expansion
- Promote transportation-efficient land use
- Promote alternatives to driving alone such as walking, biking, carpooling, telecommuting, etc
- Provide more travel choices beyond driving alone in an automobile

**People Moved Inbound
by Mode
AM Peak Hour 2006**

Labels:
Dir. - Location
Total #

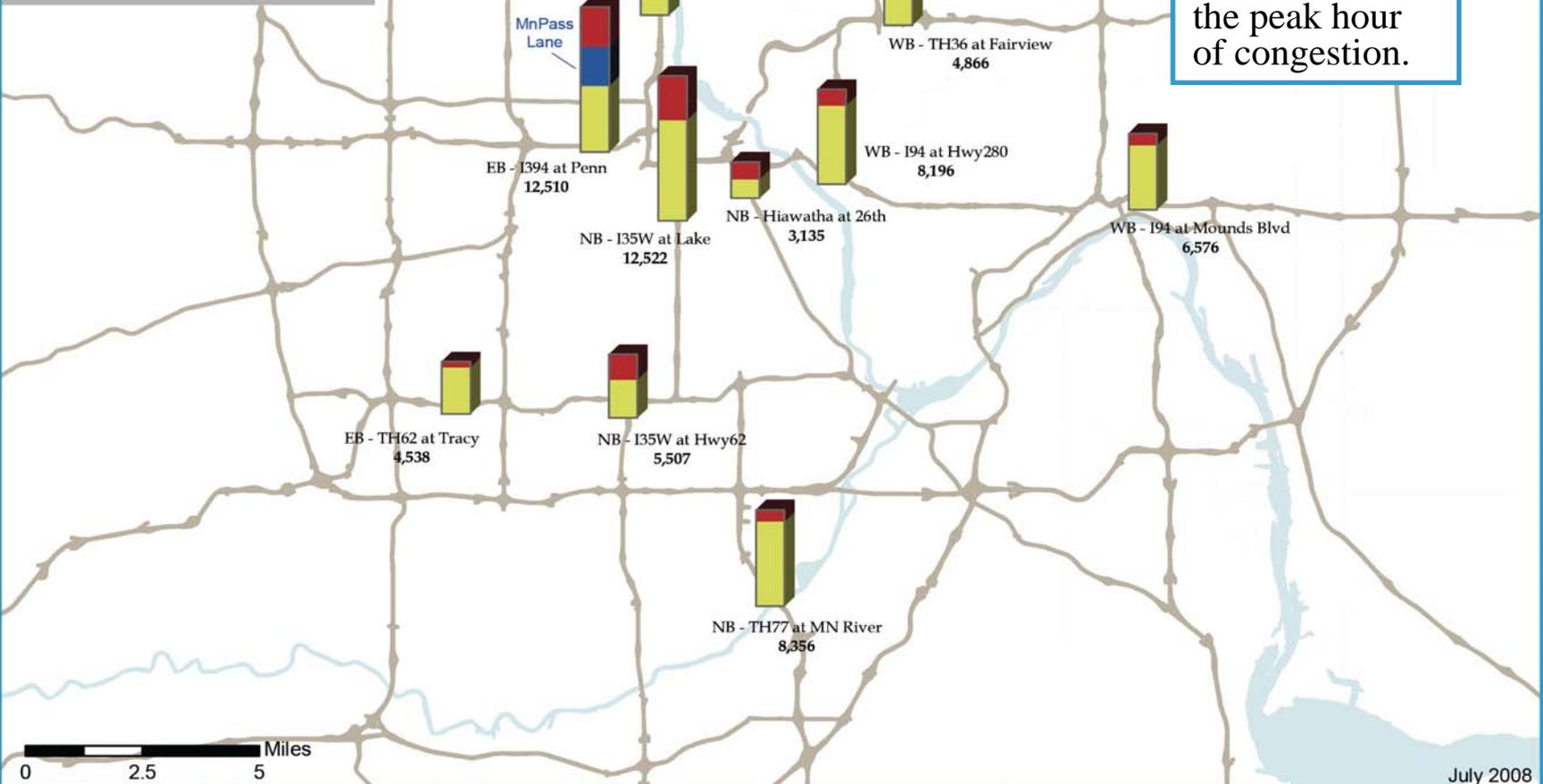


Transit Riders
Automobile Vehicle Occupants

symbols scaled by total persons



Transit already contributes to moving people on highways. This map shows people moving in cars (yellow) and on transit (red) at the peak hour of congestion.



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Highways



Highway Issues

- Congestion: Growing demand for travel and limited capacity on highways
- Long-term gasoline costs unknown
 - Impacts the amount of travel in the region
 - Amount sold impacts gas tax receipts
- Increasing costs to maintain existing system
- Legislature mandated rehabbing bridges as first priority for highway funding

Highway Plan Funding

(Exclusive of Tier 1 & 2 Bridge Investments)

Preservation	\$3,040 M
– Pavement.....	\$1185
– BARC.....	\$65
– Other infrastructure.....	\$290
– Other bridges.....	\$1500
Safety Improvements	\$385 M
Congestion Mitigation	\$670 M
Community Improvements	\$55 M

Highway Plan

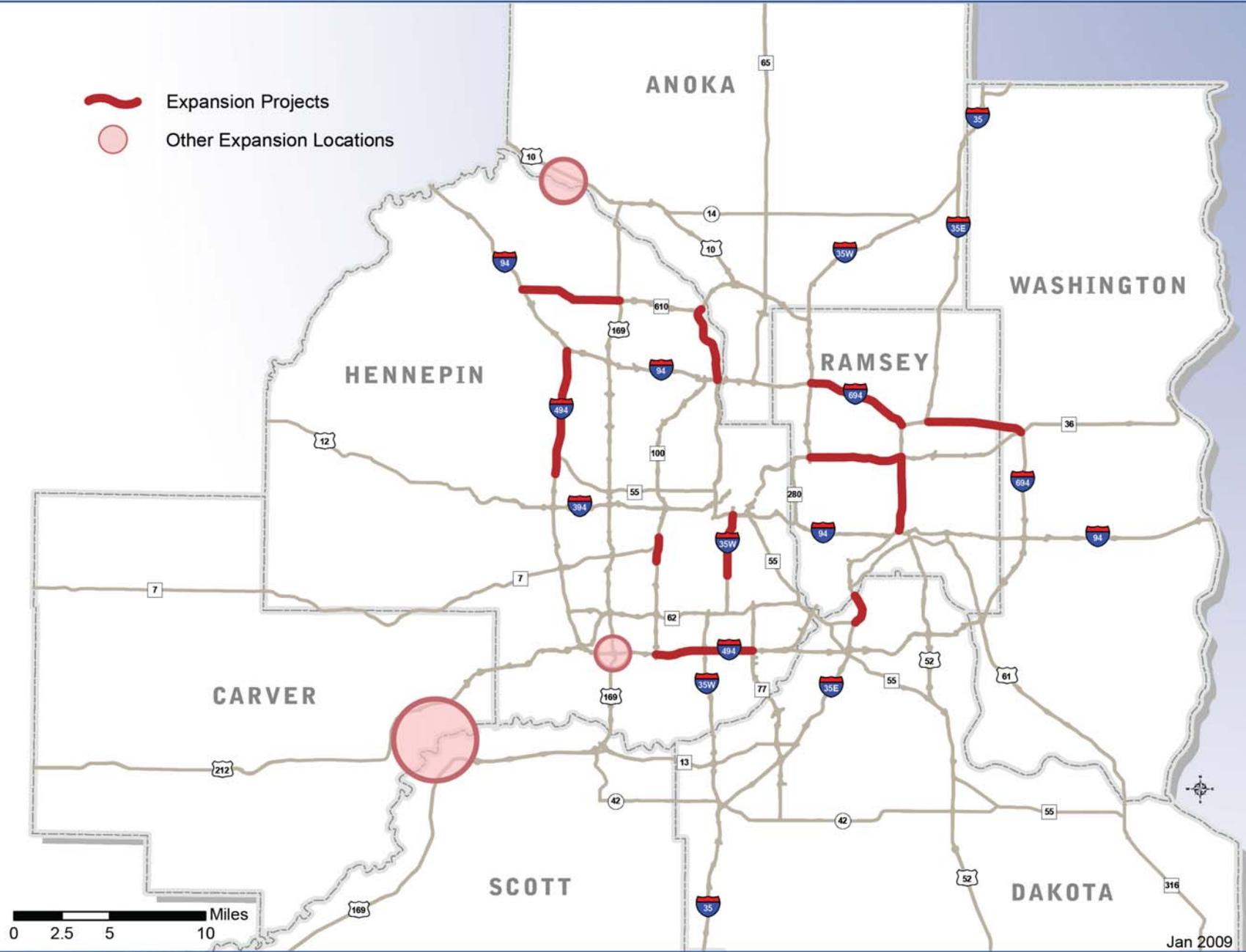
Projects included:

- 4 Tier 1 Bridges and 26 other bridges rehabbed
- Highway preservation needs met
- Safety investments per federal guidance
- Some low-cost congestion management projects included

Remaining expansion projects from TPP adopted in 2004 being reassessed

EXPANSION PROJECTS TO BE REASSESSED

- Expansion Projects
- Other Expansion Locations



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Potential Response to Economic Stimulus Package

- TPP accommodates potential economic stimulus funds
- Allows flexibility for the region
- 12 major highway projects eligible; plan allows for **one** project to be implemented
- Air Quality Conformity satisfied

Three Highway Studies Needed

1. Metro Highway System Investment Strategy (MHSIS)

- Provide a long-term vision for highways
- Provide recommendations to optimize use of shoulders, through lanes and other right-of-way already owned
- “Right-size” the highway system

2. Develop Congestion Management Process

- Meet federal requirements
- Identify low cost/high benefit projects that smooth traffic flow and improve mobility around the region
- Develop transportation demand management strategy

3. Major Highway Projects Reassessed

- Search for lower-cost preservation, safety and mobility solutions for previously proposed major projects

Results: TPP Amendment in 2010

Transit



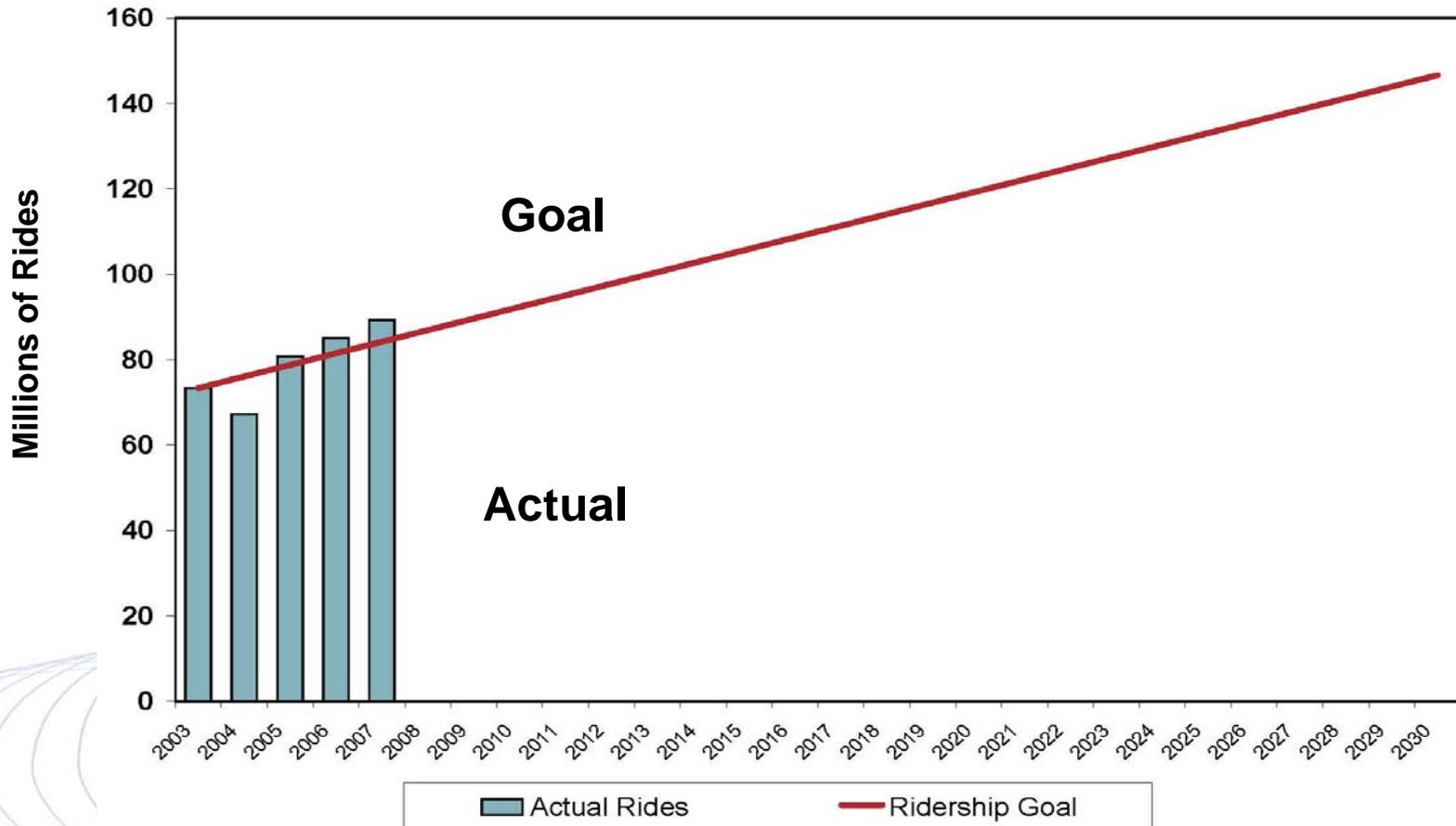
Transit Plan

Continue progress toward regional ridership goal of doubling ridership by 2030 through:

- Strengthening the region's bus system
- Building a network of transitways

Ridership Progress Since Last Plan

16 million transit rides added since 2003
On track to double ridership by 2030



Transitway Progress

- Northstar Commuter rail scheduled to open in late 2009
- Central Corridor LRT completing preliminary engineering for 2014 opening
- Urban Partnership Agreement advancing I-35W and Cedar Avenue BRTs in 2009
- Southwest Transitway beginning EIS work
- Bottineau Transitway undergoing Alternatives Analysis
- Red Rock completed Alternatives Analysis
- Rush Line undergoing Alternatives Analysis

Major Transit Issues

- Demand for service increasing
- Declines in major revenue source (MVST)
- Projected operating costs exceed projected revenues
- Much land use is not supportive of transit
- Congestion hinders fast, reliable transit

Strengthened Bus Service

- Local Bus improvements to:
 - Support transitway investments
 - Meet growing demand on local routes
 - Expand service coverage
- Arterial transit corridor improvements
- Express bus improvements
- Demand for ADA Services projected to grow
- Long distance express service
 - Acknowledges potential for new routes
 - Requires coordination with adjacent counties and MnDOT

PROPOSED BUS ROUTES - 2030

Local Routes

-  New / Improved Local Bus Routes
-  Current Local Routes

Arterial Network

-  New / Improved Arterial Routes
-  Current Arterial Network

Express

-  New / Improved Express
-  Current Express

Transit Centers / Stations

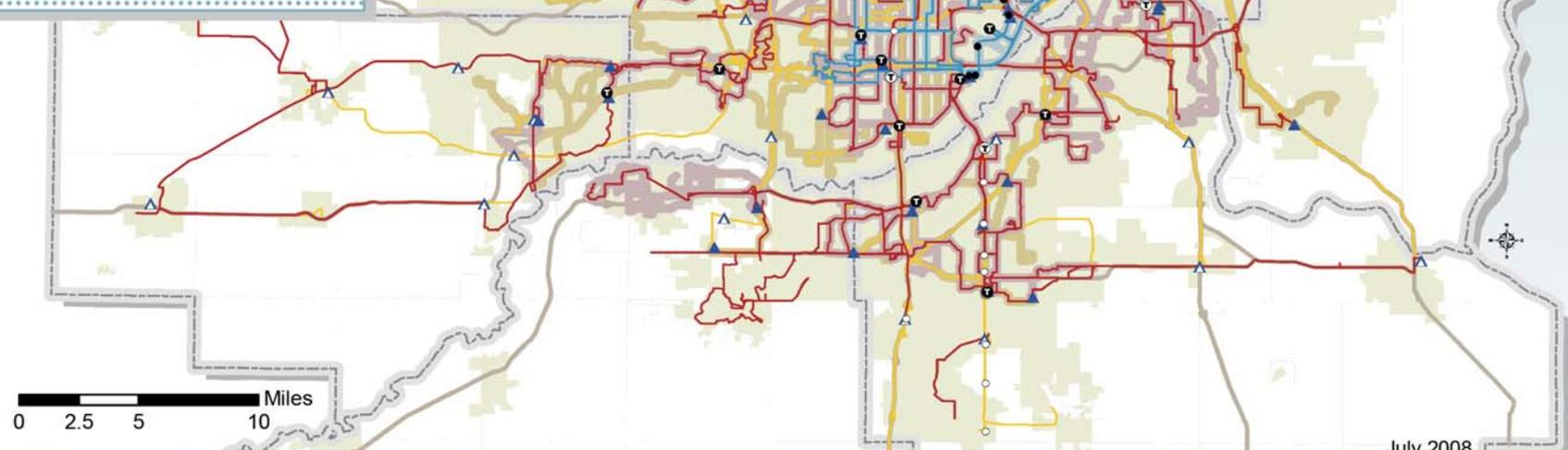
-  Future Transit Station
-  Transit Station
-  Future Transit Center
-  Transit Center

Park-and-Ride Lots with greater than 100 spaces

-  Existing
-  Future

 Existing Principal Arterials

 2030 Municipal Urban
Service Boundary



0 2.5 5 10 Miles

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Transitways

- Transitway modes include:
 - Commuter Rail
 - Light Rail
 - Bus Rapid Transit
 - Express Bus Corridors with Transit Advantages
- Development of intercity passenger rail led by others could leverage investments in regional transitways

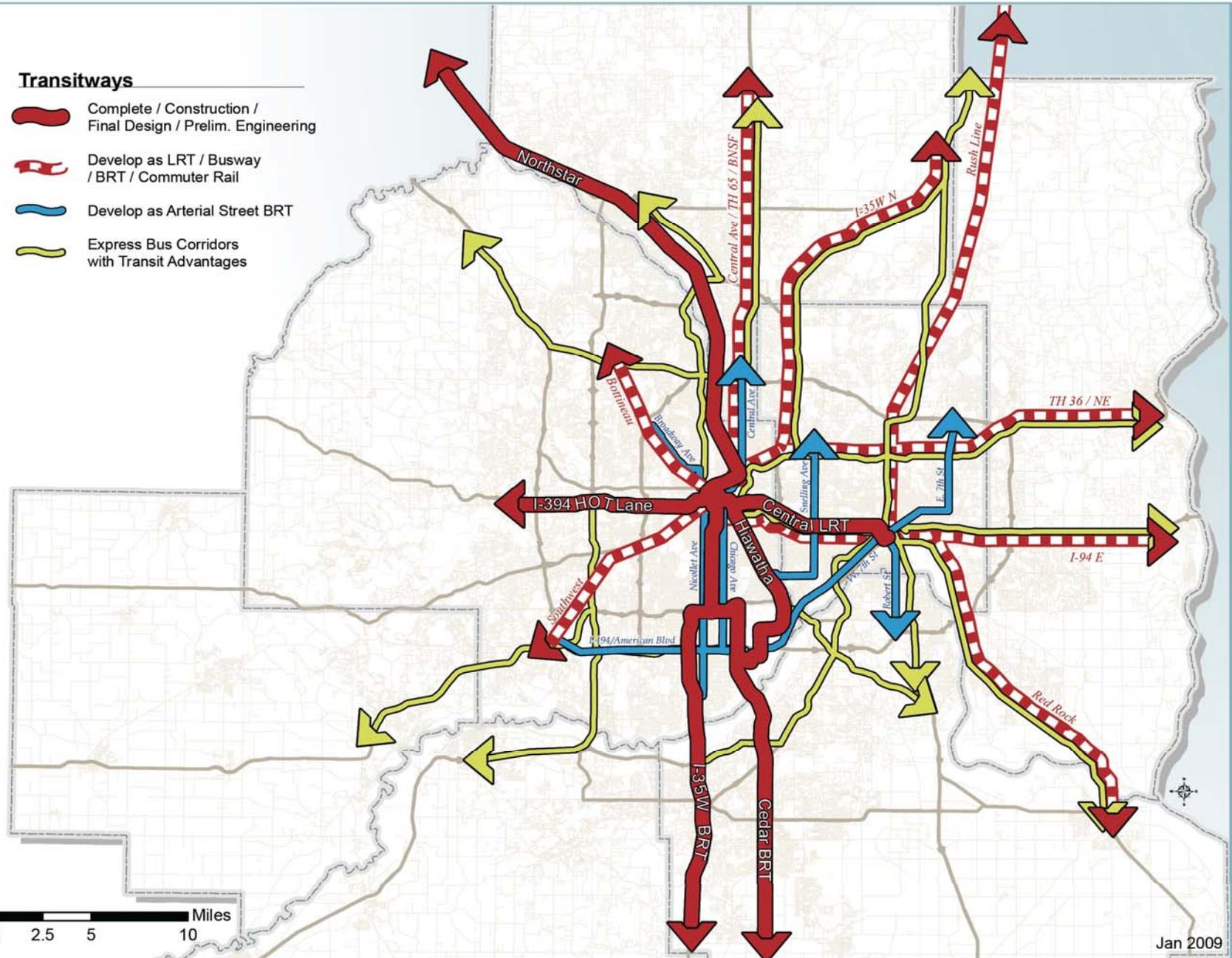
Transitway Recommendations

- **Complete/Construction/Final Design/PE:**
 - 394 HOT Lane
 - Cedar Ave BRT
 - Hiawatha
 - 35W BRT
 - Central Corridor LRT
 - Northstar Commuter Rail
- **Develop as LRT/Busway/BRT/Commuter Rail:**
 - Southwest Corridor
 - I-35W North Corridor
 - I-94 East Corridor
 - Central Avenue/TH65/BNSF
 - Bottineau Corridor
 - TH 36/NE Corridor
 - Rush Line (AA in progress)
 - Red Rock
- **Develop as Arterial Street BRT:**
 - Central Ave
 - Snelling Ave
 - Broadway Ave
 - Nicollet Ave
 - Chicago Ave
 - East 7th Street
 - Robert Street
 - West 7th Street
 - I-494/American Blvd
- **Express bus corridors with transit advantages**
 - Enhance service and facilities on various express corridors
- **Intermodal Hubs:**
 - Implementation of transitways will require development of intermodal hubs at the Union Depot in St. Paul and the Intermodal Station in Minneapolis.

2030 TRANSITWAY SYSTEM

Transitways

-  Complete / Construction / Final Design / Prelim. Engineering
-  Develop as LRT / Busway / BRT / Commuter Rail
-  Develop as Arterial Street BRT
-  Express Bus Corridors with Transit Advantages



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2030 Transitways

- Capital funding assumptions result in completing:
 - Central Corridor by 2014, three additional LRTs by 2030, one completed by 2020, second started before 2020 and completed soon after, third completed by 2030
 - One commuter rail (completed 2020 – 2030)
 - Four highway BRT (two by 2020, two post 2020)
 - Nine arterial BRT
- Operating costs not fully funded

Transit Plan Costs and Revenues

Costs	Maintain	Expand	Total
Capital 2008 – 2020	\$840 M	\$2,400 - \$2,850 M	\$3,240 – \$3,690 M
Capital 2020 - 2030	\$700 M	\$1,950 - \$2,385 M	\$2,650 - \$3,025 M
2020 Annual Operating Subsidy	\$275 M	\$75 M - \$110 M \$40 M – \$60 M unfunded*	\$350 – \$380 M
2030 Annual Operating Subsidy	\$275 M	\$195 M – \$240 M \$115 M to \$150 M unfunded*	\$470 - \$515 M

***Revenues and costs calculated in 2008 dollars**

***Bus system and bus transitway expansion operating costs are not fully funded**

Other Modes



Non-Motorized Issues

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

Non-Motorized Recommendations

Plan recommendations:

- Connections to transit
- Removal of barriers
- Safety improvements
- Bike/pedestrian accommodations on road construction projects
- Mapping project
- Prepare regional signage and way finding plan

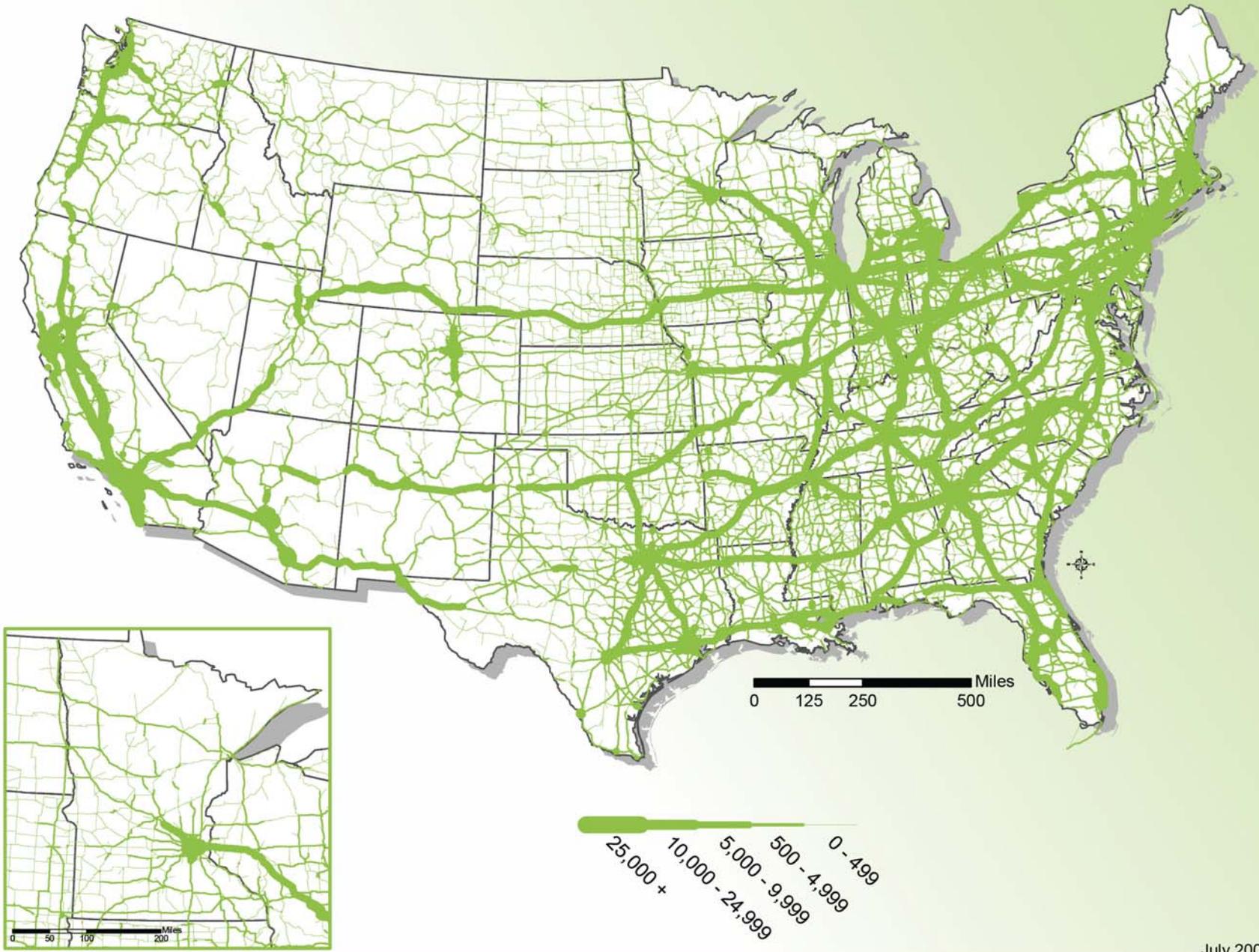
Freight System

Freight and goods movement is essential to a vibrant regional and state economy.

Primary freight issues:

- Freight congestion on highways and railroads
- Rising fuel costs
- Freight safety and security

AVERAGE DAILY TRUCK TRAFFIC



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Freight Recommendations

Plan recommendations:

- Identify new freight connections to National Highway System
- Acknowledge and plan for increased freight railroad growth
- Conduct a comprehensive freight study with Mn/DOT Office of Freight by 2012

Aviation

Air Transportation is critical to competing in a globalized economy and providing improved international market connectivity.

Primary Aviation Issues:

- World demographic and economic conditions
- US aviation policy/National system performance
- Funding of infrastructure and operations
- Condition of U.S. Airlines and fuel costs
- Effects/implications of Delta/NWA merger
- Preservation and enhancement of regional airports

Aviation Plan

Regional Plan Components:

- Phase I 2008 Update:
- Revises and incorporates 1996 APP/2004TPP/ 3 reliever airport plans
- Phase II Technical Evaluations:
- Underway, leads to amendment in 2010

2030

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Full Plan Available Online

Link from <http://www.metrocouncil.org>

<http://www.metrocouncil.org/planning/transportation/TPP/2008/index.htm>

