

2040 Transportation Policy Plan Update

St. Paul City Council Presentation

March 14, 2018



What is the Transportation Policy Plan (TPP)?

- Long-range transportation plan for the region
- Required under state and federal law
- Prepared by Met Council in coordination with
 - Transportation Advisory Board
 - Local governments and tribal communities
 - Minnesota Department of Transportation
 - Metropolitan Airports Commission
 - Minnesota Pollution Control Agency
 - Regional transit providers
- Public participation and review process

TPP Requirements

- Update the plan a minimum of every 4 years; cover at least 20-year period
- Utilize most recent forecasts for population, jobs, households
- Plan must be fiscally constrained
- Demonstrate air quality conformity of planned investments
- **Local comprehensive plan updates must be consistent with current 2015 TPP**

Next Steps - Timeline

March 8, 2018	Technical Advisory Committee-Planning recommendation to release for public comment
April 2018	Technical Advisory Committee (TAC) and Transportation Advisory Board recommendation (TAB)
May 2018	Incorporate Corridors of Commerce and legislative session results and any new investments
June 2018	Information items on additional changes at TAB and TAC
June 2018	Transportation Committee and Council recommend release for public comment
July 2018 – mid August	Public review and comment period; Public hearing
August - September	Public comment report and incorporate revisions
September 2018	Information item at Council and Transportation Advisory Board on public comment and changes
October 2018	Final 2040 TPP Update to Transportation Committee and Council for adoption

Expected Changes

- Update fiscal projections
 - Update inflation/other assumptions
 - New revenues for state highways
 - County sales tax and wheelage tax changes
- Incorporate results of planning work/studies
 - Principal Arterial Intersection Conversion Study
 - MnPASS III
 - CMSP IV
 - Truck Highway Corridors Study
 - Transit corridor status updates

TRANSPORTATION POLICY PLAN

Transit Investment

Key Transit Outcomes

Efficient

Cost Effective

Reliable, Predictable, Attractive, and Safe

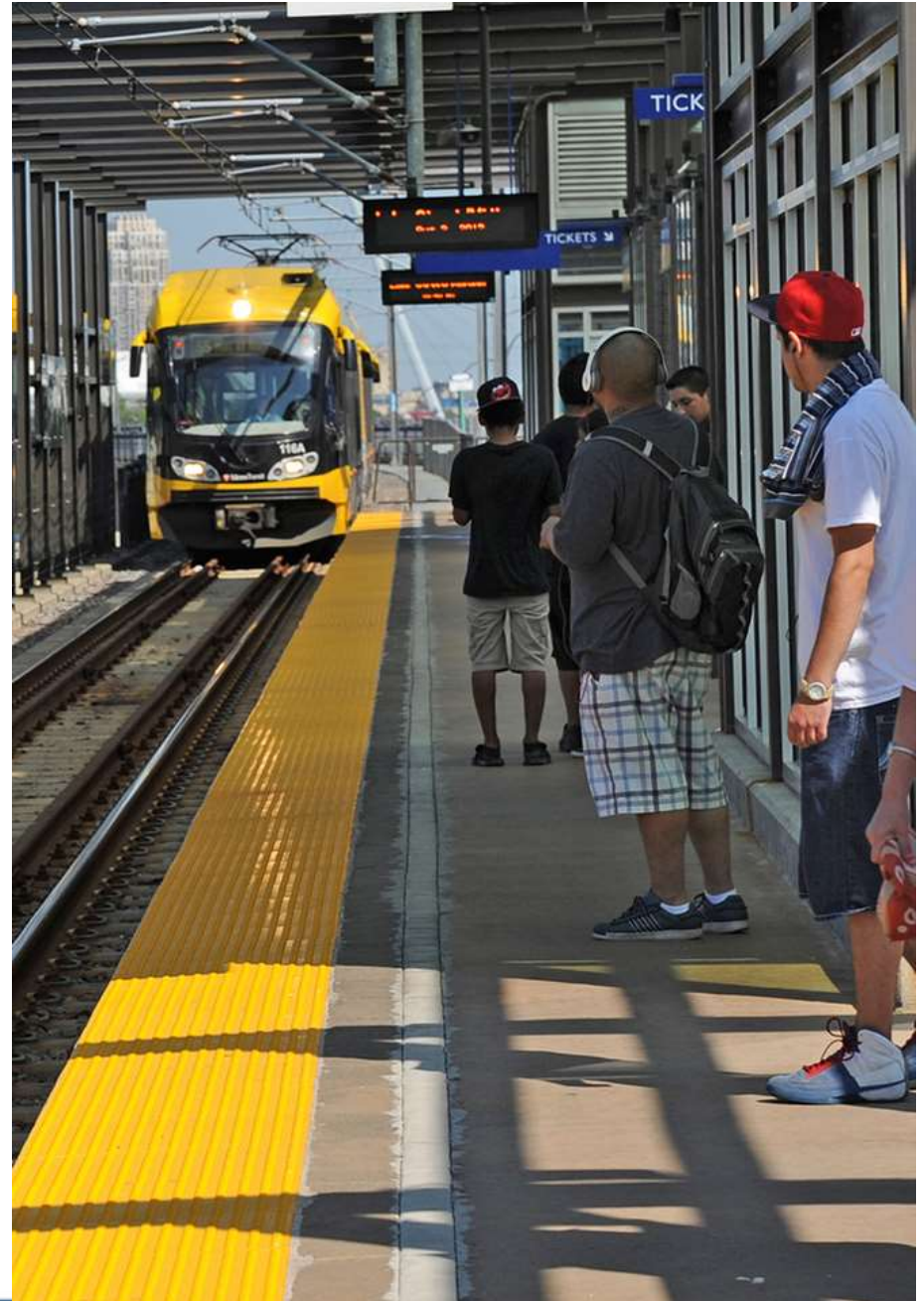
Attract More Transit Riders

Provide More Access to Jobs

Attract Businesses and Residents

Support Focused Growth that Integrates Modes

Support Equity, Clean Air, and Healthy Communities

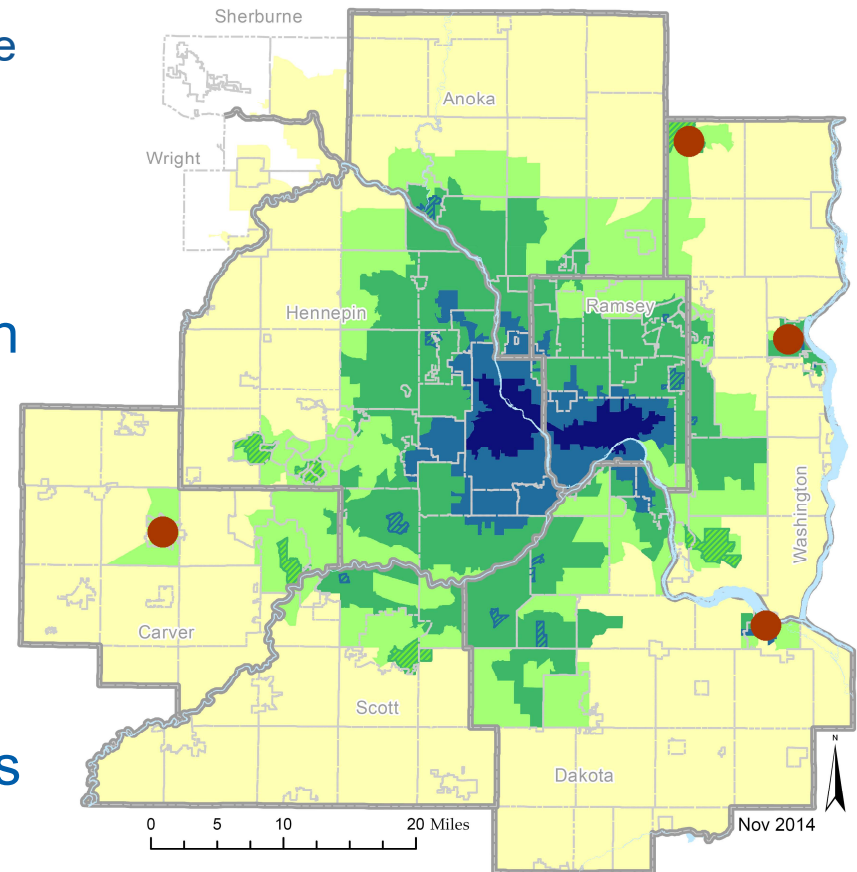


Fiscal Outlook

- Able to maintain existing bus system provided:
 - Regular fare increases to maintain fare recovery ratio
 - Motor vehicle sales tax (MVST) continues to grow with inflation
 - State funds and transit capital bonding authority provided
 - Federal formula funding grows moderately
- Regional Solicitation funds:
 - Provide very limited expansion funding for bus system and some transitways (primarily arterial bus rapid transit)
- Transitway funding provided through:
 - New/Small Starts federal competitive grants
 - New county sales tax, replaces state share of capital and Counties Transit Improvement Board funding
 - County Regional Railroad Authority funding

Bus and Support System

- Keep the existing bus system
 - Manage and optimize system performance
- Required expansion of Metro Mobility
 - Assumed state funding obligation
- Improved discussion of Transit Modernization and Expansion, relation to Regional Solicitation
- Acknowledgement of emerging technology potential role in transit service delivery (on-demand services, shared rides)
- Improved discussion of transit facilities and park-and-rides, replacement of out-of-date future park-and-ride map

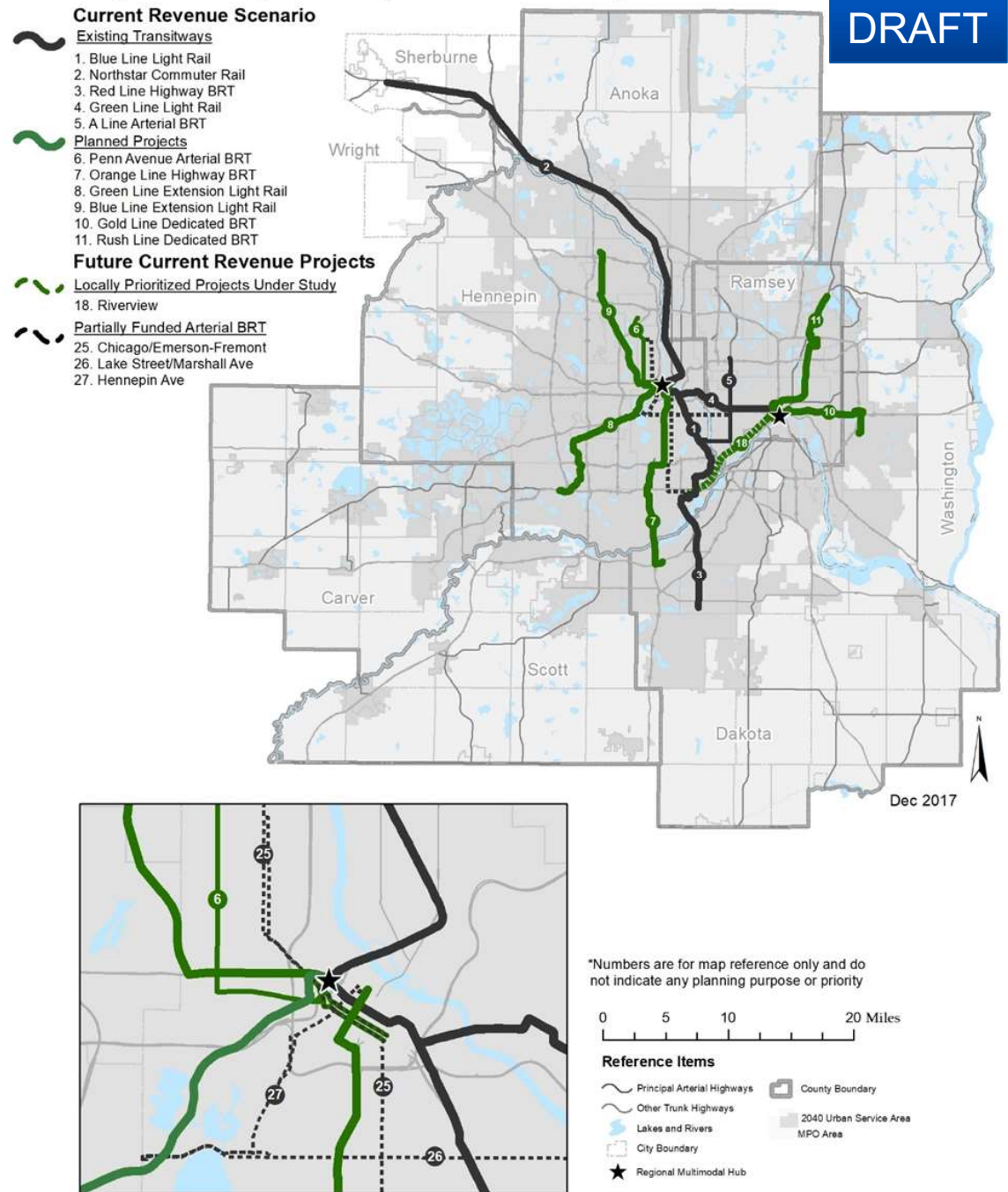


TRANSPORTATION POLICY PLAN

Current Revenue Scenario Transitways (Funded Projects)

- CTIB “Program of Projects Phase I” removed and addressed individually
- Updated Gold Line LPA
- Rush Line LPA Dedicated BRT included
- Riverview LPA modern streetcar deferred to future amendment

Existing Transitways and Expansion Transitways



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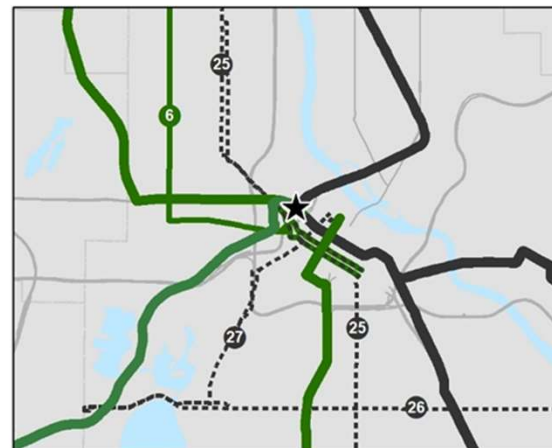
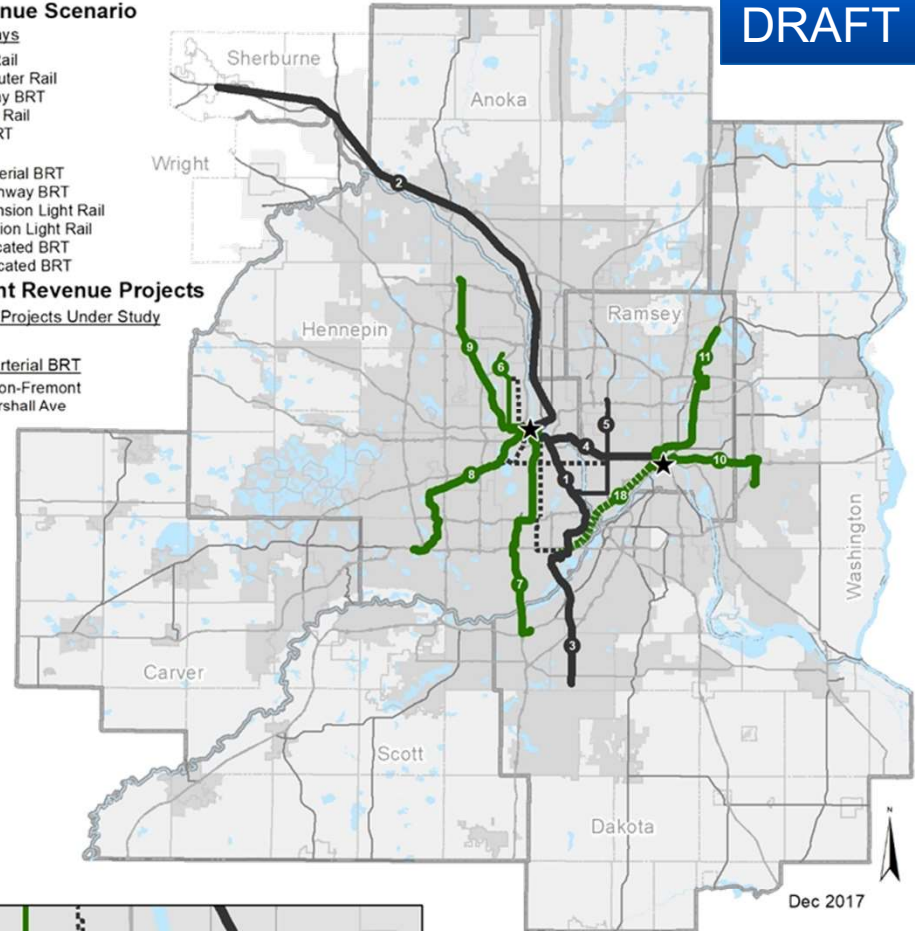
TRANSPORTATION POLICY PLAN

Current Revenue Scenario Transitways (Funded Projects)

- Arterial BRT updates; regional solicitation awards
 - Snelling (A) Line open
 - Penn (C) Line fully funded
 - Chicago (D) Line pending State bonding request
 - Lake (B) and Hennepin (E) lines partially funded by Regional Solicitation
- D Line could be brought into the funded Plan in May, pending Legislature outcomes

Existing Transitways and Expansion Transitways

- Current Revenue Scenario**
- Existing Transitways**
1. Blue Line Light Rail
 2. Northstar Commuter Rail
 3. Red Line Highway BRT
 4. Green Line Light Rail
 5. A Line Arterial BRT
- Planned Projects**
6. Penn Avenue Arterial BRT
 7. Orange Line Highway BRT
 8. Green Line Extension Light Rail
 9. Blue Line Extension Light Rail
 10. Gold Line Dedicated BRT
 11. Rush Line Dedicated BRT
- Future Current Revenue Projects**
- Locally Prioritized Projects Under Study**
18. Riverview
- Partially Funded Arterial BRT**
25. Chicago/Emerson-Fremont
 26. Lake Street/Marshall Ave
 27. Hennepin Ave



*Numbers are for map reference only and do not indicate any planning purpose or priority

0 5 10 20 Miles

Reference Items

- Principal Arterial Highways
- Other Trunk Highways
- Lakes and Rivers
- City Boundary
- Regional Multimodal Hub
- County Boundary
- 2040 Urban Service Area MPO Area

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TRANSPORTATION POLICY PLAN

Increased Revenue Scenario Transitways

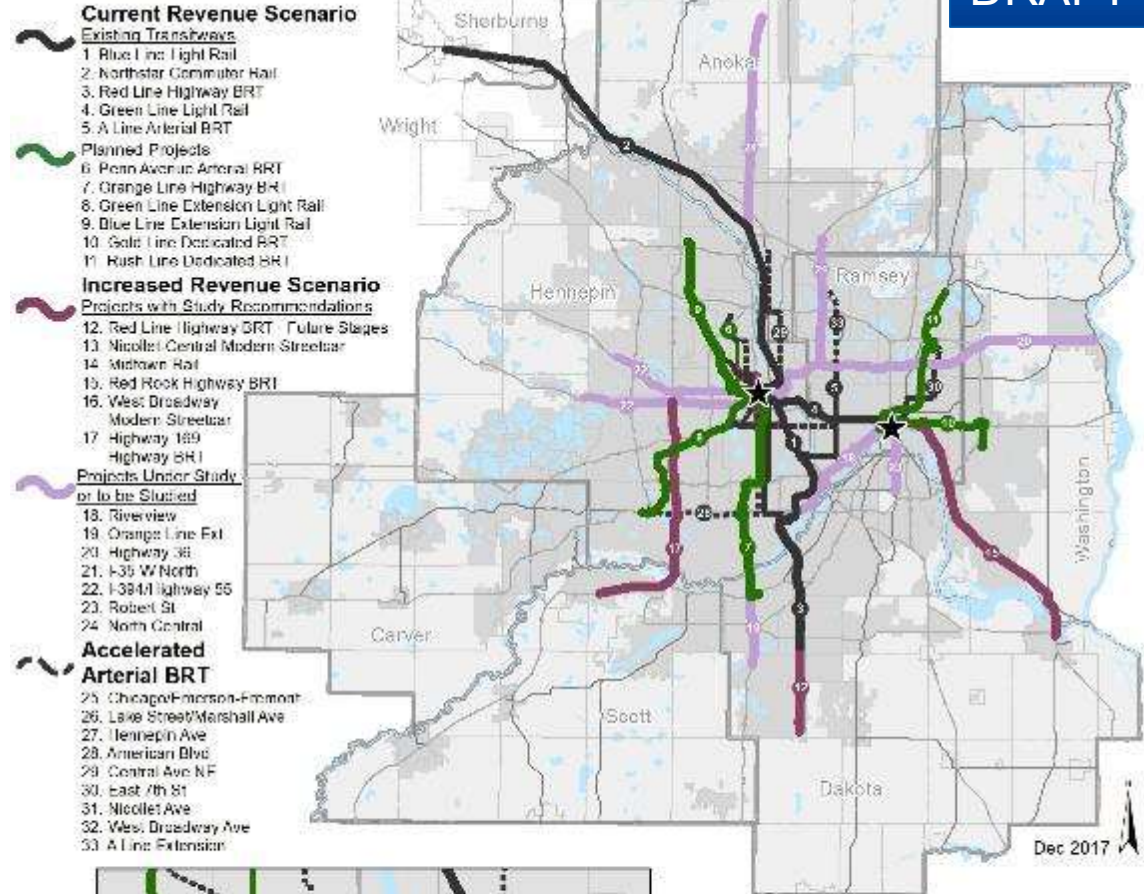
Three potential-Metro Transitway tiers:

1. Projects in advanced development
2. Projects with study recommendations
3. Projects under study or to be studied

Additional arterial BRT projects beyond Current Revenue Scenario

Transitway System in the Increased Revenue Scenario Building an Accelerated Transitway Vision

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Increased Revenue Scenario would also include at least 1% average annual bus expansion.

*Numbers are for map reference only and do not indicate any planning purpose or priority

0 5 10 20 Miles

Reference Items

- Principal Arterial Highways
- Other State Highways
- Lakes and Rivers
- City Boundary
- National Weather Service
- County Boundary
- 2010 Urban Service Area
- SPD Area

Work Program Items: Transit

- Service Allocation Strategy Study/Needs Assessment
 - How much service should be focused on efficiency versus regional coverage balance?
 - What emerging markets might be underserved today?
 - First and last mile connections assessment
- Transitway Advantages assessments
 - Downtown(s) advantages assessment
 - Transit reliability and travel time study (non-Arterial BRT routes)
- Comprehensive Transit Financial Report
- Setting Regional Transitway Priorities – Data Coordination

TRANSPORTATION POLICY PLAN

Highway Investment

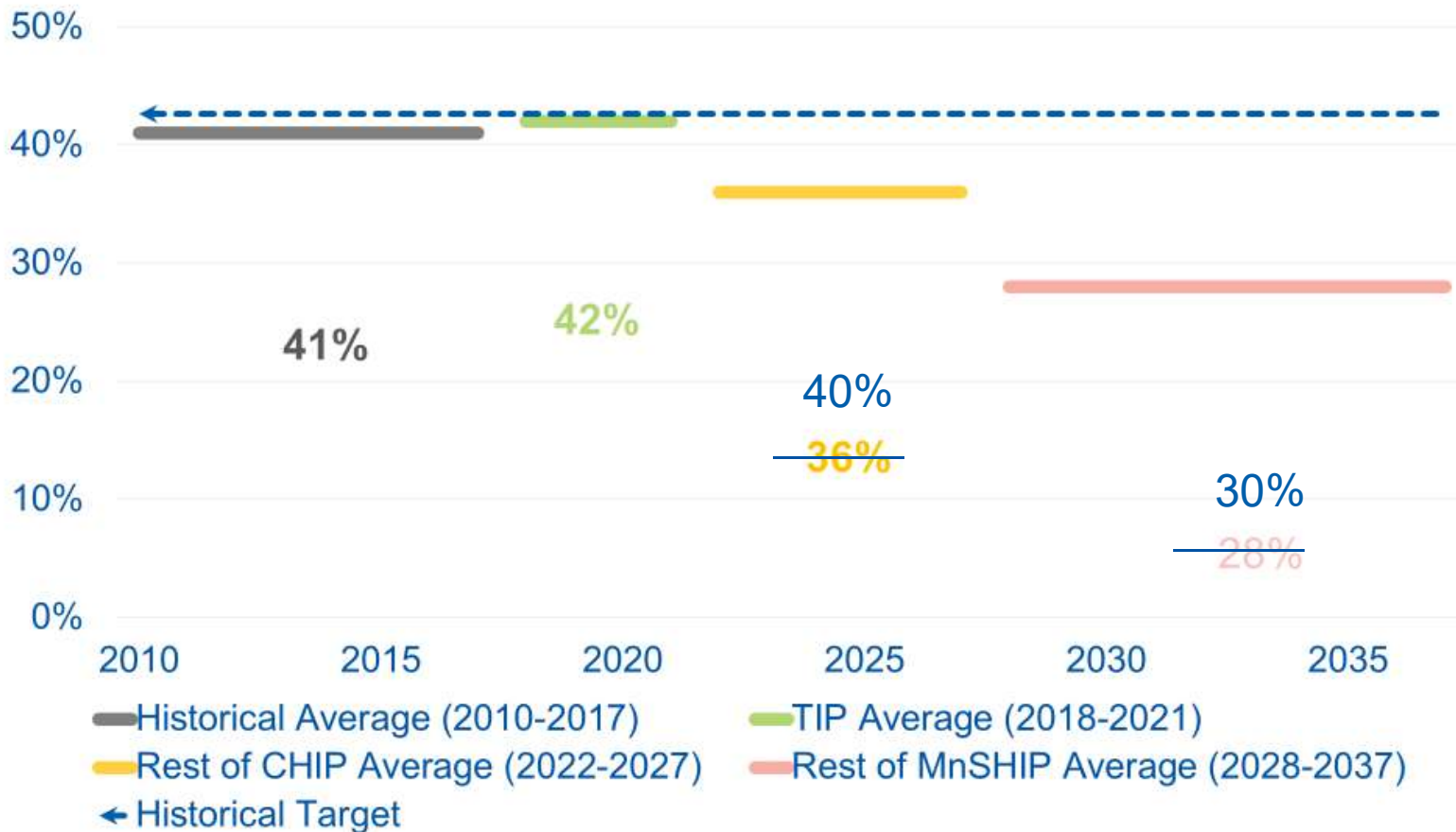
Highway Funding Big Picture

- Historic Revenue Formula: 42.6% of MnDOT funds go to the Metro
- Recently MnDOT moved to performance-based planning for pavement and bridges
 - No performance target for congestion yet
- More miles of pavement and more bridges in Greater MN and less expensive projects

Results

- Pavement and bridge funding is sufficient in the Metro to largely meet 10-year targets
- To meet statewide pavement and bridge targets, requires MnDOT to shift funds to Greater MN
- Result is minimal funds to metro area mobility (congestion) projects after 2023
 - \$50M/year of mobility funding extended to 2026
 - \$20M/year available until 2040

MnDOT Share to Metro District



*Metro District is 8 counties, this chart reflects planning before 2017 State Legislation

Corridors of Commerce

- \$400M available, roughly \$200M for Metro
- MnDOT did not apply for any projects
- As the MPO for the region, the Council submitted 10 applications, including two in St. Paul (short auxiliary lane projects on I-94 in downtown)
- Seeking resolution of support from St. Paul for projects by April 16th in order to get 45 points in MnDOT's scoring system

Expected Changes

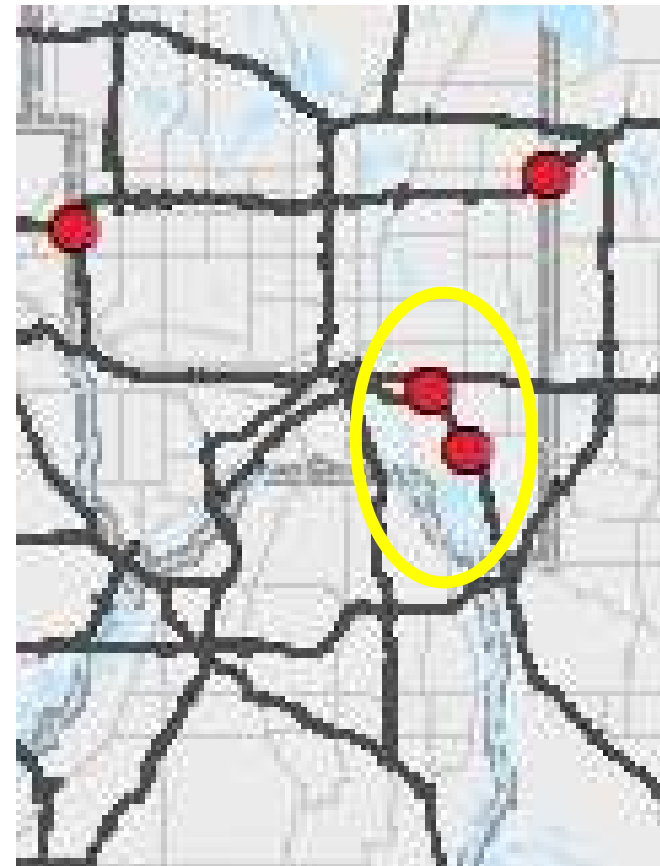
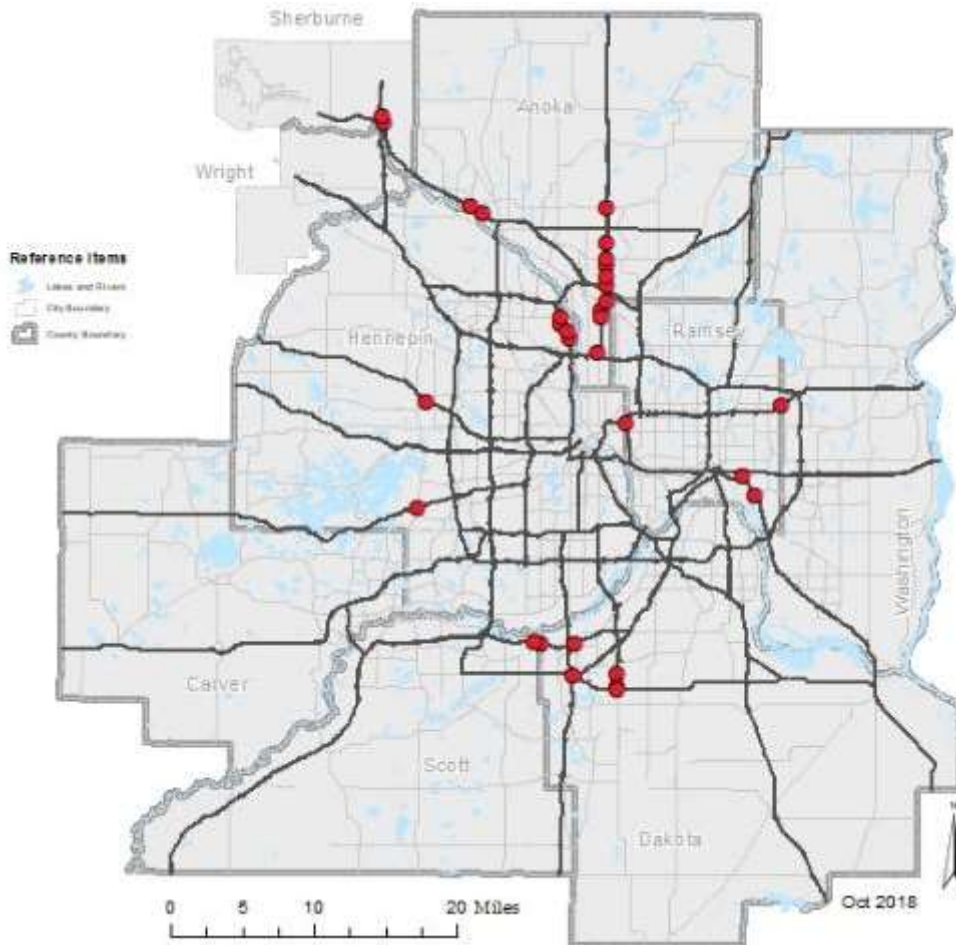
Update Informed by Studies

- Principal Arterial Intersection Conversion Study
- MnPASS 3
- Highway Truck Corridors Study
- Congestion Management Safety Plan 4
- County Arterial Preservation Study

Update Informed by New Funding

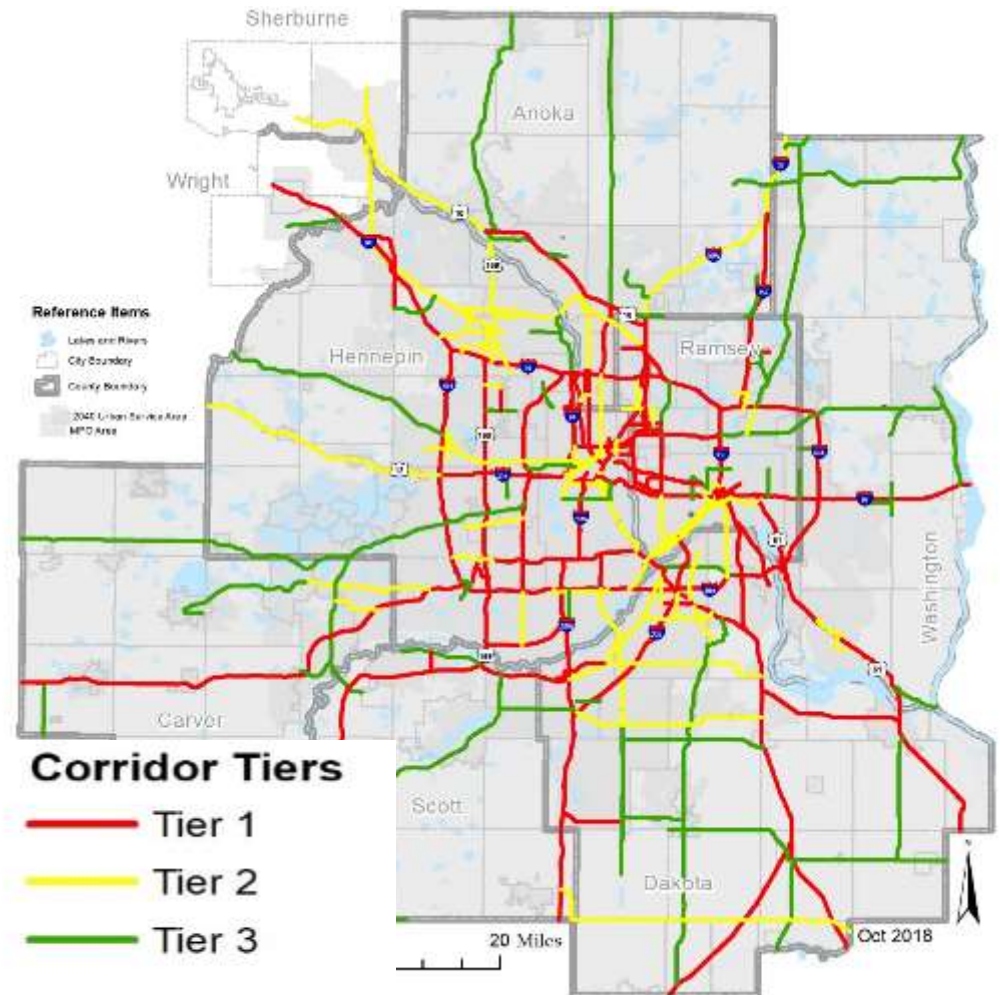
- Changes in funding & programs at the federal, state, and local level

Principal Arterial Intersection Conversion Study



Highway Truck Corridors Study

- Many important first-last mile freight connections identified in St. Paul
- Guidance to federal and state funding programs




Work Program Items: Highway Studies



- System-to-System Interchanges
- Congestion Management Process (CMP)
- Connected and Autonomous Vehicles
- Truck counts on key truck corridors
- New and emerging freight technologies
- Others?

Regional Bicycle Transportation Network

RBTN Alignments

-  Tier 1 Alignments
-  Tier 2 Alignments




RBTN Corridors (Alignments Undefined)

-  Tier 1 Priority Regional Bicycle Transportation Corridor
-  Tier 2 Regional Bicycle Transportation Corridors

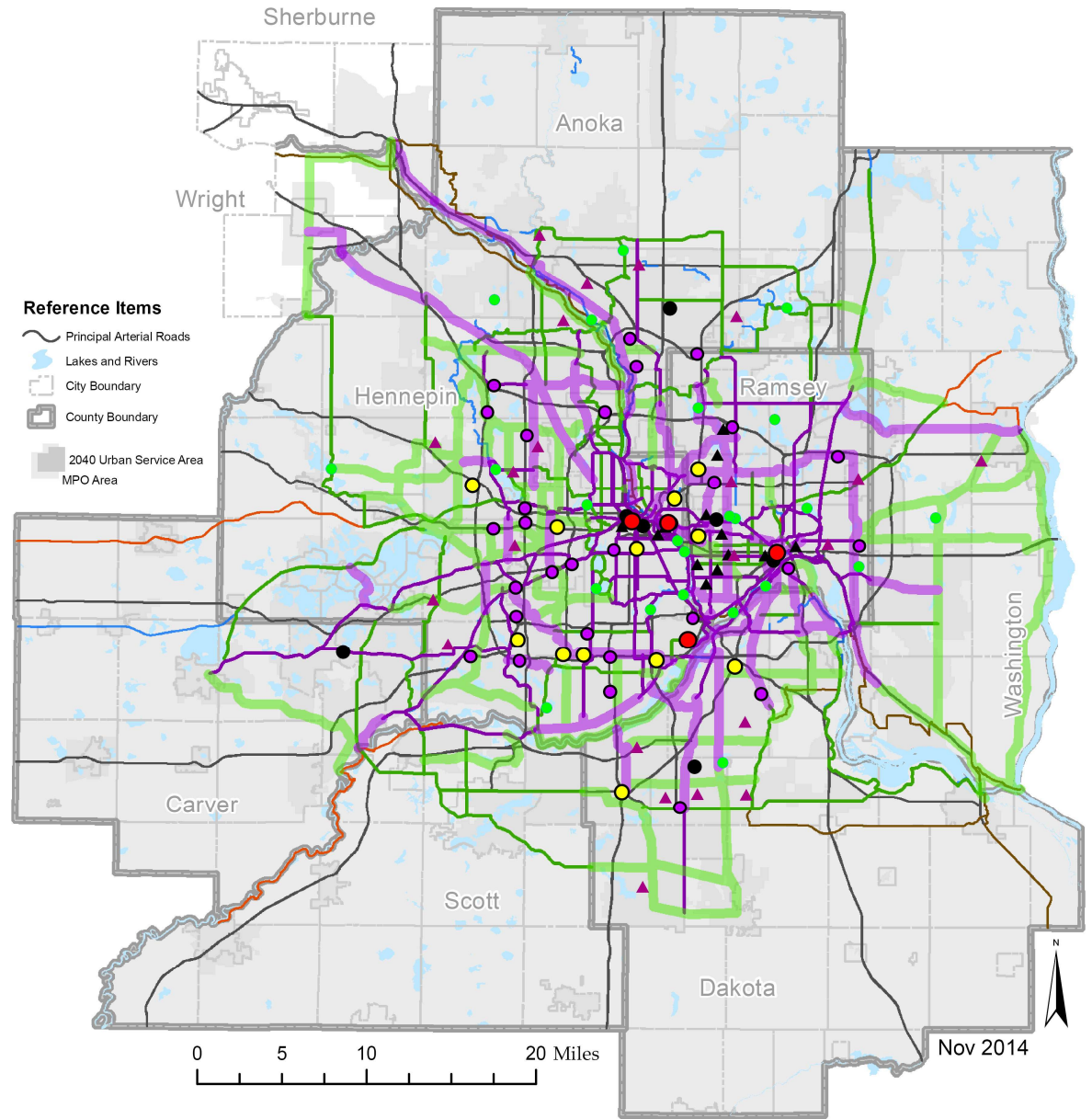
Regional Destinations

-  Metropolitan Job Centers
-  Regional Job Centers
-  Subregional Job Centers
-  Large High Schools
-  Colleges & Universities
-  Highly Visited Regional Parks
-  Major Sport & Entertainment Centers

Other Trail Systems

-  Regional Trails (Regional Parks Policy Plan)
-  Mississippi River Trail (US Route 45)
-  State Trails (DNR)

Regional Bicycle Transportation Network Vision



Regional Bicycle Transportation Network

RBTN establishes regional “backbone” arterial network to serve daily bicycle transportation needs by connecting regional destinations and local bicycle networks.

Corridors

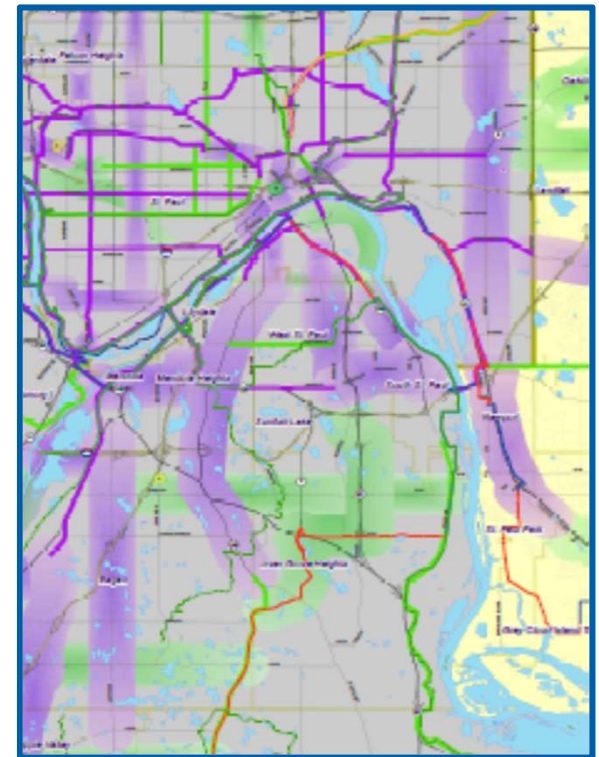
- Specific alignments not yet designated
- Provide connections to & between regional destinations

Alignments

- Identified existing or planned trails & on-street bikeways within corridors

Both corridors and alignments meet regional guiding principles

Both have Tier 1/Tier 2 priority designations



RBTN/Regional Trails Comparison

	RBTN	Regional Trails
Primary Purpose	Transportation	Recreation
Primary Connections	Regional destinations	Regional Parks & Trails
Facility Type	On-street bikeways & off-road trails	Primarily off-road trails
Characteristics	Directness of route valued over aesthetics	Aesthetics valued over directness
Implementation	City, County, State & Reg. Park Agencies	Regional Park Agencies

RBTN Proposed Changes

New or Deleted Alignments

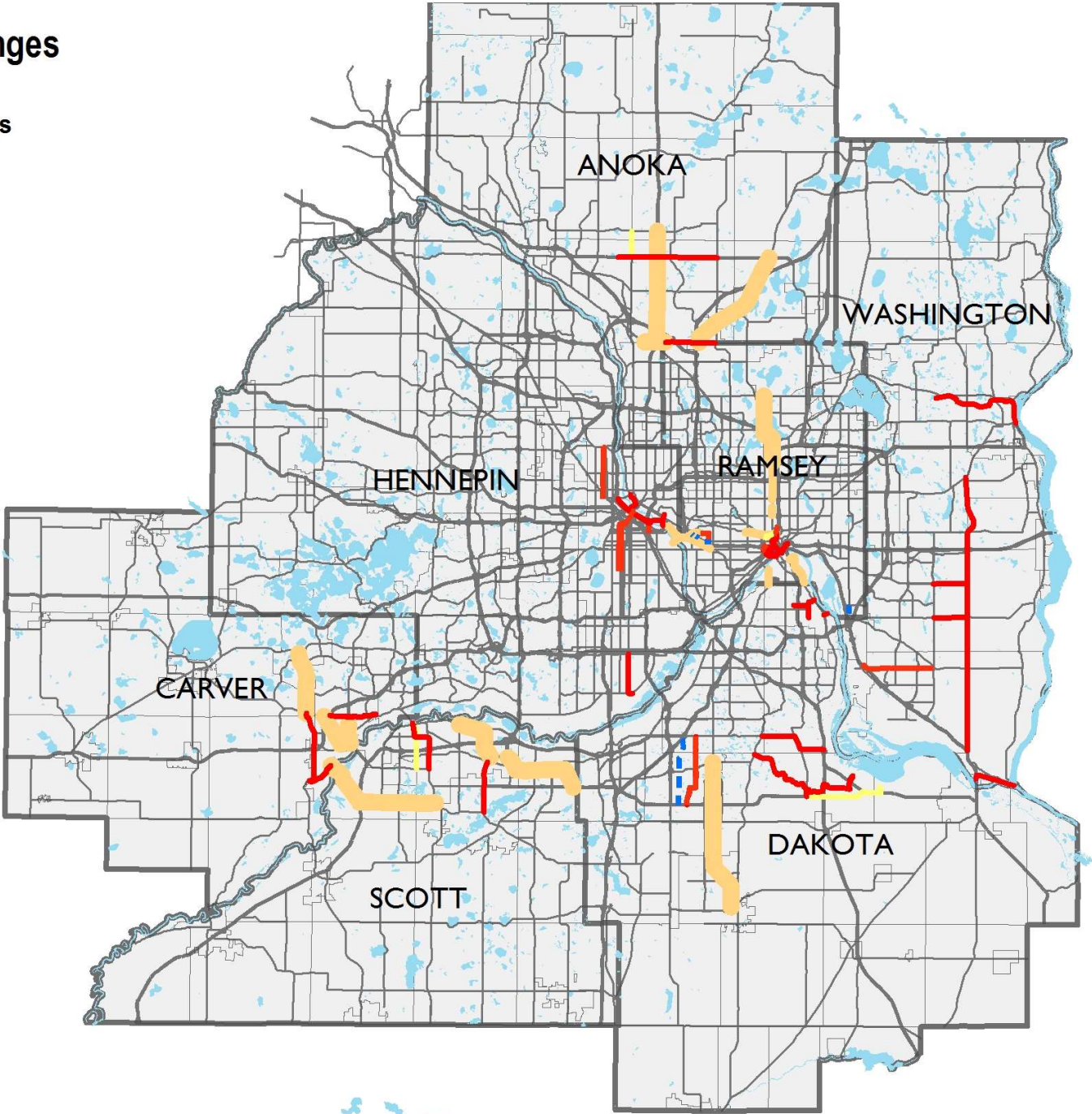
 New Alignment

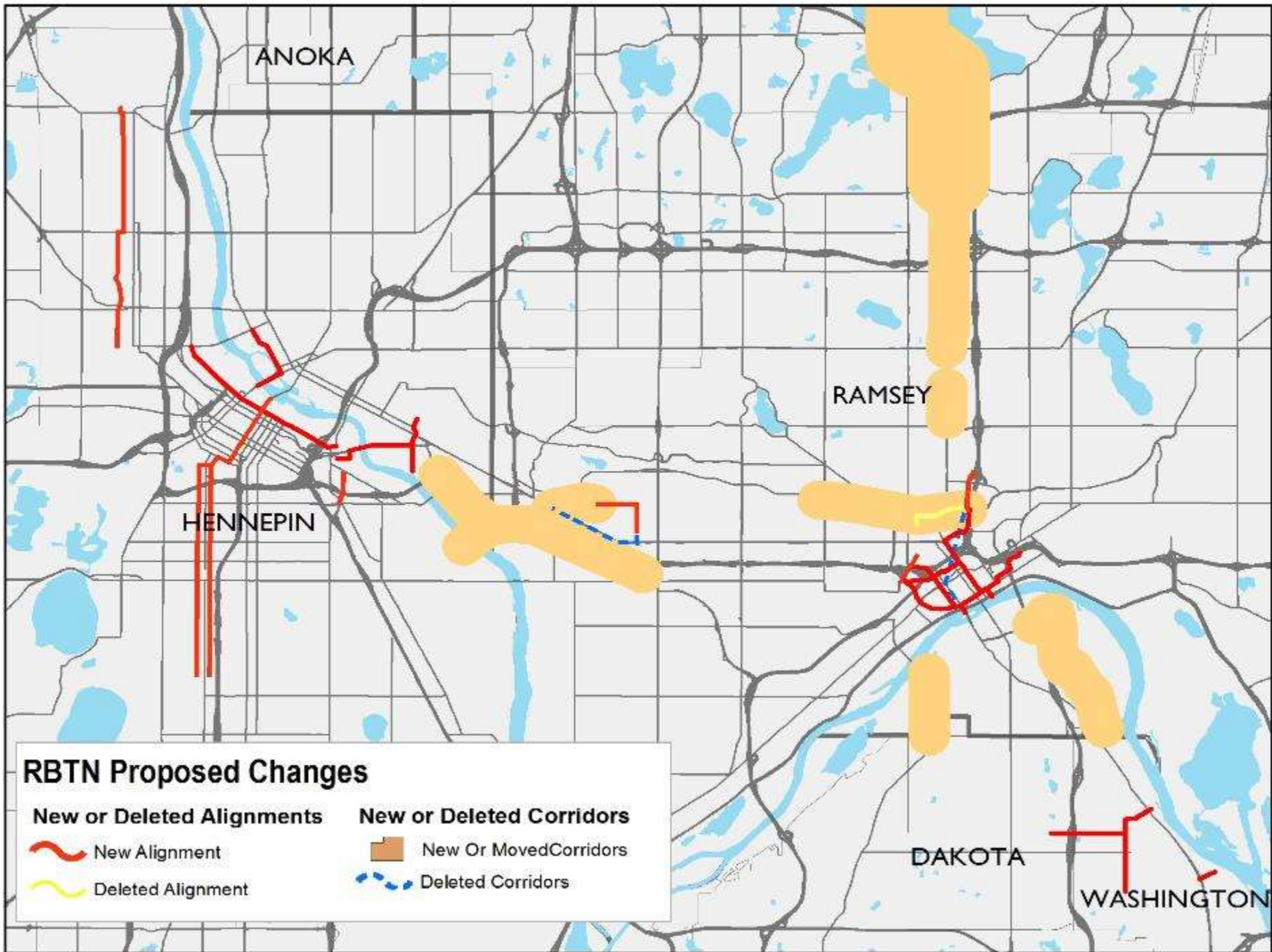
 Deleted Alignment

New or Deleted Corridors

 New Or Moved Corridors

 Deleted Corridors







RBTN Update- Proposed

Map Legend

RBTN Alignments

-  Tier 1 Alignment
-  Tier 2 Alignment

RBTN Corridors

-  Tier 1 Corridor
-  Tier 2 Corridor

